VOLUME IV NUMBER 25 "The Motorcycle Enthusiasts' Weekly Newspaper" July 15, 1967

CYCLE NEWS

25¢

Photo by Dennis Greene

TULARE 5-MILE CHAMPIONSHIP

Central California knows it, Harley-Davidson knows it, his competitors know it: Bart Markel is the finest, smoothest and fastest rider in the country. He can beat the pants off anybody, anywhere. Need we say more? Turn to pages 10 & 11 and find out how he did it at Tulare.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy. and Firestone Blvd.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE, Every Friday, Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 14 miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. $1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

SPORTSMAN SCRAMBLES at Hayward Speedway on Depot Rd. Class "C" tires only. $1.50 to ride or watch. Sign-ups start at 4 p.m. until 6 p.m. Practice from 4:30 to 6:30 with 1st race starting at 7:30 p.m. NO PHONE-IN entries will be accepted.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8—SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654—9972 or 253—5782 or 695—7891.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

WESTERN NATIONAL CALENDAR

July	8	30 Lap T.T., Castle Rock
	16	20 Mile, Portland
	22	50 Lap T.T., Ascot Park
Sept.	9	8 Mile, Ascot Park
	17	25 Mile, Sacramento
	24	75 Mile Road Race, Carlsbad

Entries close 21 days in advance. Post entry $25. Write *early* for each National to: A.M.A.
P.O.Box 231
Worthington, Ohio 43085

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

July 22	½ mile (nite)	Converse, Indiana
Aug. 6	T.T.	Wabash, Indiana
Aug. 20	½ mile	Converse, Indiana
Sept. 3	T.T. Ind. State Champ.	Logansport, Indiana
Sept. 24	T.T.	Mt. Meridan, Indiana
Oct. 8	T.T.	Mt. Meridan, Indiana

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

July	8	San Gabriel T.T.
	21	Ascot Nov. T.T. (Natl. Qual.)
	22	Ascot 50 Lap T.T. National
Aug.	5	Ascot T.T.
	12	San Gabriel T.T.
	26	San Gabriel T.T.
Sept.	2	Ascot T.T.
	8	Ascot Nov. ½ Mile (Natl. Qual.)
	9	Ascot 8 Mile National
	23	San Gabriel T.T.
	30	San Gabriel T.T.
Oct.	7	Ascot T.T.
	28	San Gabriel T.T.
Nov.	4	Ascot T.T.
	10	Ascot ½ Mile (final)

FRIDAY, JULY 7th

PRACTICE AND TIME TRIALS for 30-lap TT National Championship at Castle Rock Fairgrounds, Castle Rock, Wash. One star Novice race. Practice 6 p.m., time trials and Novice events at 8 p.m.

SATURDAY, JULY 8th

30-LAP NATIONAL CHAMPIONSHIP at Castle Rock Fairgrounds, Washington. $6,000 purse, presented by Mt. St. Helens M.C. Time 8 p.m. Time trials and Novice event Friday night at 8 p.m.

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 542-0287.

SPORTSMAN SCRAMBLES at Hayward Speedway. Signups 4 to 6 p.m., practice 4:30 to 6:30 p.m. First race begins at 7:30. All classes. Class "C" tires only. No phone entries will be accepted. $1.50, ride or watch.

SUNDAY, JULY 9th

SCRAMBLES at the oiled Beardsley race track, located 25 miles northwest of Phoenix, Arizona, on U.S. 60-61 and 2½ miles north of highway on Canal Rd. AMA sanc., events begin at 10 a.m. Sponsored by Copper State Motor Corps. For info. call 934-6238 or 943-1529.

SCTA ENGLISH TRIALS, limed from intersection of Foothill Blvd. & McClay St. in San Fernando. Spark arrestors mandatory. Starting time 10:30 a.m. Entry fee $2.00.

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

SCRAMBLES at Harris Ranch, 7800 Cienega Rd. Hollister, Calif. AMA sanctioned. Open to all classes. Admission $1.50. Class C traction only. Beautiful trophies. Refreshments.

T.T. SCRAMBLES at Elsinore sponsored by San Pedro M.C., District 37 point run. Lightweight practice 8-8:30 a.m.; heavyweights, 12:30-1:00. Results and trophy presentation for both June 11 and July 9 races at conclusion of racing — 4:00 p.m. ? Bonus gift certificates for combined results of both races — Moto Cross fashion. Bring the wife or date (not both). Street dance and beer after trophy presentation. Beer will be free for all trophy winners and probably all entrants if we have enough money after paying for the trophies.

FRIDAY, JULY 14th

CLASS C TT at Graham Speedway, Tacoma, Wash. Two star or 30%. Signup closes 7:30 p.m., racing begins at 8.

DIST. 37 CHAMPIONSHIP European Scrambles. AMA point run. Presented by Desert Challengers. 8:00 all trail bikes, 9:10 Nov. LWT, 10:20 Am. LWT, 11:30 Ex LWT, 12:40 Nov. HWT, 1:50 Am. HWT, 3:00 Ex HWT. Located at Deadman's Point. Turn off Hwy 66 at Lucerne Valley Cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

SATURDAY, JULY 15th

SCRAMBLES at Madera Fairgrounds. Promoted by Pathfinders M.C. of Fresno. Admission $2.00 riders, $1.50 spectators. Signup 5 to 7:30 p.m., practice 6 to 7 p.m., race 8 p.m.

HALF MILE DIRT TRACK at Castle Rock Fairgrounds, Castle Rock, Wash. Three star night race. Practice begins at 7:30 p.m.

SATURDAY, JULY 15th

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

HALF MILE DIRT TRACK at Elma County Fairgrounds, Elma, Wash. Three star. Practice noon, time trials at 1 p.m.

OREGON NATIONAL ROAD RACING CHAMPIONSHIP at Delta Park, Portland Ore. Located at Interstate 5 (at Columbus River), 5 miles north of Portland. Sponsored by ACA-NRA. Pro-Amateur event with 40% of gate to purse (estimated at $4,000). Practice 8 to 10, qualifying 10 to 1, race begins at 1:30. All classes. Professional classes are 250, 500 and Open. ACA professional license required for professional entrants. Amateurs—all associations invited. Entries contact Jay Gordon, P.O. Box 2992, Portland, Ore. or phone (503) 253-5782. Entry information can also be had by writing P.O. Box 247, Fullerton, Calif. or by phoning OX-5-7891.

SUNDAY, JULY 16th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten mile loops. Trophies to 40% of the entry will be presented after the race. Shaded Picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

CROSS COUNTRY RACE at Miramar, near San Diego, Calif. Limed from Hwy. 395 and Interstate 5. Lions M.C. sponsored. Start 11 a.m.

20-MILE NATIONAL Championship Dirt Track, Portland, Oregon.

SATURDAY, JULY 22nd

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

50-LAP NATIONAL CHAMPIONSHIP TT, sponsored by J.C. Agajanian and held at Ascot Park, 183rd and Vermont, Gardena, Calif. $6,700 purse. Racing starts at 8:30 pm. Qualifying Friday night, plus complete Novice show.

SUNDAY, JULY 23rd

TT SCRAMBLES at El Mirage Dry Lake bed. Heats, Semis and Main Events. Two classes: 0-80cc, 81-125cc. $3.00 entry fee with 75% going for trophies. Half-mile track. Beginners welcome. First event at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime. Sponsored by Hi-Jinx FMC of Norwalk.

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

2nd ANNUAL KING OF WHITEMAN Road Race at Whiteman Air Park in Pacoima. $100.00 and a magnum of champagne to the winner. All GP and Production classes eligible. Gates open for practice and tech inspecting at 9 a.m. Racing begins at 1:30.

SATURDAY, JULY 29th

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, JULY 30th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten mile loops. Trophies to 40% of the entry will be presented after the race. Shaded Picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

HARE SCRAMBLES presented by Lost Coyotes M/C of Lancaster Non-Sanctioned, Fun Run, in the Holiday Hill area, 10:00 a.m. start. Three 20 mile loops, ambulance standby. District 37 riders, try us we will have sanctioned club in 68. Limed from 190th & Highway 138 (Weevil Inn) also west on Rosamond, Calif. Info, phone 805 26058 or 805 27603.

SATURDAY, AUGUST 5th

CHAMPIONSHIP ROAD RACES - Combined 250cc and Novice show, AMA sact., promoted by Floyd Clymer at Indianapolis Racewsy Park, Indiana.

SATURDAY, AUGUST 5th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SUNDAY, AUGUST 6th

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free Classes from 100 to 650cc.

110 MILE NATIONAL CHAMPIONSHIP ROAD RACE - Floyd Clymer promotes it, AMA sanctions it, everybody wants to win it. At Indianapolis Raceway Park, Indiana. Plus 50-mile Amateur race.

2nd ANNUAL DANISH TOUR by Colorama M.C. AMA sanc., RRC point run. Post entry $1.50. Start 8 to 10 a.m. at San Fernando Valley H-D shop, 16113 Sherman Way, Van Nuys. Route: 125 miles of paved scenic highway, through the Danish community of Solvange. Finish closes at 2:30 p.m. Free meal at finish. Trophies, gift certificates and prizes galore.

SUNDAY, AUGUST 13th

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

SATURDAY, AUGUST 19th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

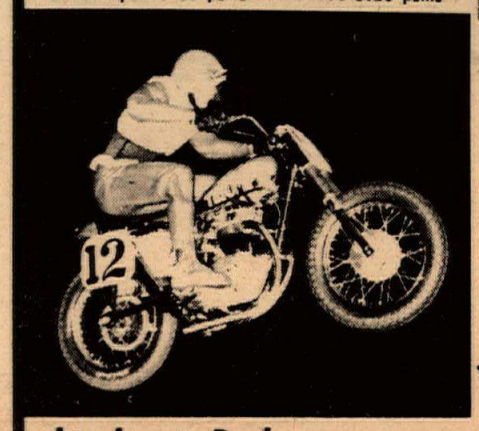
SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

JC AGAJANIAN PRESENTS

50 LAP NAT'L.
Steeplechase
SAT. JUL. 22

Time trials & Qualifying Fri. Jul 21

With A Complete Novice Show.
Gates open 6:30 p.m. First race 8:15 p.m.



FLATTRACK
RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

SATURDAY, SEPTEMBER 2nd
SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, SEPTEMBER 16th
SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SATURDAY, SEPTEMBER 30th
SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SATURDAY, OCTOBER 1st
SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, OCTOBER 14th
SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

PORTLAND, OREGON

SUNDAY JULY 16

SEE THE BIGGEST STARS IN BATTLE !

20-MILE

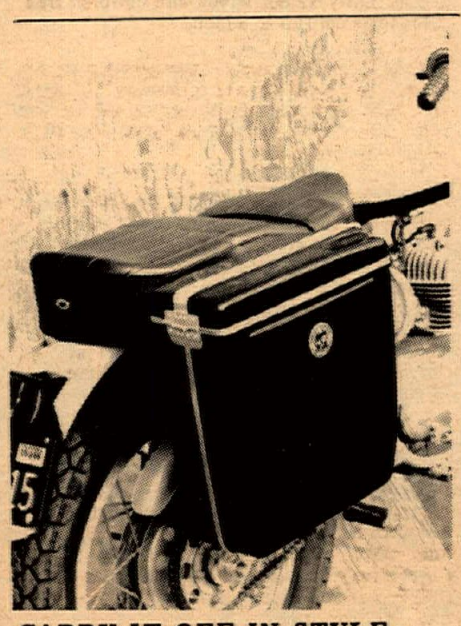
DIRT TRACK

NATIONAL CHAMPIONSHIP

On the Portland Mile! Air Conditioned Grandstands!

For information call

Mr. or Mrs. Yonkers -206- 693-3151



CARRY IT OFF IN STYLE

Have you ever wished you could carry things on your sport cycle without tying them on to blow in the wind, or tucking them inside your shirt? We have. Many's the time we've taken the car on a short errand when we really wanted to ride the bike— simply because we had to carry papers or something that wouldn't fit in our pockets.

Riders strictly of the road solve this problem with enormous saddlebags fastened on either side of their heavy bikes. But we are the new breed of cycle riders. We like to chug along the road a while, then plunge into an unpaved trail for fun and games, then back onto the smooth concrete we go until the next interesting trail attracts us. Obviously, conventional saddlebags are not for us.

While perusing the catalog of Lesco Accessories some time back, we spotted the carrying case seen here. "Aha!" thought we. "A carryall that isn't a saddlebag." When we learned that the case, made in England by Craven, included quick-detach fittings, we contacted Lesco and begged them to sell us one. Although this meant breaking up a set (they come in pairs) Les Platt, the man behind Lesco, reluctantly parted with one. Clutching it to our bosom we hastened home and made the installation shown in the pictures. Simple, sanitary and dustproof, the case hangs on to upturned L-shaped hooks and is anchored by a crank fastener that is attached to a strap from the passenger pegbolt. To take it off you turn the crank 90 degrees and lift the case off the hooks. It goes on just as easy. So, funriders, if this looks like the answer to your quest for a civilized gadget bag, contact Lesco at 519 W. 17th St., Long Beach, Calif. 90806. They'd like to sell the other case.

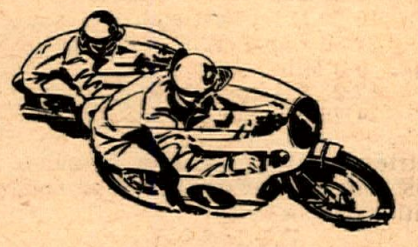
OREGON NATIONAL ROAD RACE CHAMPIONSHIP---

SATURDAY -- JULY 15th

DELTA PARK, PORTLAND, OREGON
(See Calendar of Events for directions)

Pro. - Am. Event, All Associations Invited

Am. Events All Classes, 50cc & Up



PURSE, 40% GATE. EST. $4,000.00

PRO. CLASSES
250cc
500cc
OPEN

A.C.A. LIC.REQ. FOR PRO. ENTRANTS

For entry forms & info:

JAY GORDON
P.O. BOX 2992, PORTLAND, ORE. 9702
PHONE (503) 253-5782 OR (206) OX 5-7891

WES COOLEY – CALIF.
P.O. BOX 247, FULLERTON, CALIF.
PHONE (714) 847-7629

You'll always see it FIRST in CYCLE NEWS

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)
From L.A. Phones: 636-8844

"THE VOICE OF CALIFORNIA"

Publisher and Advertising Manager . . . . . Charles C. Clayton
Business Manager. . Sharon Clayton
Circulation Mgr. . . Gaye Thomason
Editor. . . . . Rudi Hartmut
Photo Editor. . . . . Dennis Greene
Editorial Assistant. Robert Bradford
Advertising Asst. . Lynn Lancaster

Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California. Second Class postage paid at Long Beach, Calif.

Serving all the West

Editorial stories, cartoon, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters. Addressed, stamped envelope assures return.

Single copy price . . . . . 25¢
Subscription: One year 2nd class Mail $7.50
One Year First Class Mail. . $14.00
(Subscribers please allow three weeks for address change.)
Advertising rates and circulation information will be sent upon request.

Spirit of a Champion

1. He Never Boasts
2. He Never Quits
3. He Makes No Excuses
4. He Always Plays Fair
5. He Is A Quiet Winner
6. He Is A Cheerful Loser
7. He Is Willing to Leam
8. He Has Courage
9. He Plays the Game According To The Rules
10. He, Above All, Is Honest

Voices

"WINNING THE WAR"

To the Supreme Editor:

Have made the circuit of Vietnam, we are winning the war but it is just going to turn out to be another Korea. Set up a DMZ, fart around and shoot at each other over the fence and spend a billion more dollars trying to show that the billions we have spent were worth while. And that is show biz, so I am cutting out for Europe the 16th of this month, picking up my true-love and I have to be back to work in Burbank at Volt Technical by the 26th of June.

Have you hired an Editor yet? Columbus, Ohio? Isn't that where the elephants go to die?

Having laughs in Viet Nam is like taking a trip on LSD with the Desk Sgt. at the L.A.P.D. Hard but possible.

Can I be a "Arts" critic for Cycle News? Cover all the fashion shows etc. And you don't even have to pay me..

DANNY LISKS & MY BMW & WIFE
alias "CRASH" TRUESDALE
Boy Adventurer
Viet Nam

"We cancelled plans to start a Columbus, Ohio paper. Too many dead elephants in the way. Cycle riding is an art. Who needs fashion?"

DEPLORES FISTICUFFS AT TULARE NATIONAL

Fans who came out to see the Tulare National were treated to a spectacle of speed and skill but were also witness to one of the most unsightly incidents that has ever taken place at an event of this size.

Gentlemen, please think with your heads instead of your fists!

ROBERT PARK
Wilmington, Calif.

FELLOW MEMBERS OF DISTRICT 37:

The members of the Gripsters Motorcycle Club have unanimously decided it is time to make a stand on some of the issues the governing body of District #37 is trying to slide through with little thought of the eventual results.

We are not in agreement with the hiring of a "District #37 Co-ordinator". We are hiring a man to fill a position we don't need with money we don't have.

All the duties listed on the memorandum sheet are actually the duties of our elected officers of District #37 and/or any rider or person who has the interest of sportsman events at heart.

Sporting events in the past few years have deteriorated because of commercialism within the district. We will be further discouraging the individual rider with another raise of rider's fees, sanction fees, etc., to support a co-ordinator.

We know that as conscientious member clubs of District #37, you will carefully consider the facts and figures and take a stand against this matter before District #37 buys itself out of existence.

Respectfully yours,
GRIPSTERS M.C.
Francis Petty, President
Jim Foxe, Secretary

By Chuck Clayton

MY TRIP TO THE CAPITAL OR: HOW I LEARNED ABOUT POLITICS AT THE AGE OF 31.

When the Hell's Angels embrace a cause, you can be certain it is a losing one. And judging from the tv and dailies it appears they've taken up the Anti-Helmet banner. Sensing that the sport was 99 and 44/100ths percent unrepresented with only the H.A.'s in attendance at Senate Transportation Committee hearings last week, I elected to fly up to Sacramento and say a word against the proposed "Motorcycle Danger Bill". (A.B. 978 See page 5.)

Now, this publisher makes no claim to eloquence, or forensic prowess. But I ride motorcycles, and anyone who rides and likes motorcycles should be able to reasonably explain why the Danger Bill should be killed. Right?

Arriving early for the hearing, I paid a visit to Assemblyman John Francis Foran, the chairman of the committee who drew up the Danger Bill. He accepted the copy of Cycle News that I handed him and leafed through it.

No Drug User

Mr. Foran is a short, pale man with receding chin and hairline and a pussycat smile. He seemed to feel that every California motorcycle rider should feel proud to sacrifice a little freedom to keep the federal government happy. (If California doesn't pass a helmet/license law the Feds won't give her the $35 million worth of highway funds that they collected from us in the form of taxes.) Now, Jesse Unruh (another politician, but we don't hold a man's job against him) he says heck, you can't make driving safer by taking away our highway money. What's Uncle Sam saying, anyhow?

We assume that Mr. Foran thinks he is doing right by the voters. But how does he know what is right? His advisors tell him, he says. Well, how does he know they're right? Were they not wrong about crashbars? "Have you ever ridden a motorcycle?" I asked.

"No," replied Foran. "I haven't taken dangerous drugs either, but I've voted on matters affecting their use.

Does anyone on his transportation committee have experience as a motorcycle rider?

"One, I think Mr. Townsend once used one."

"What about the new class 4 license that your committee created in this law? Why does it require a new rider to get a car driver's license before he can apply for a license to ride a motorcycle?"

Assemblyman John F. Foran, Democrat, San Francisco. Chairman of Assembly Transportation Committee and chief proponent of A.B. 978.

"Oh, that won't affect you. Anyone who already has a license of any kind can go on riding a motorcycle and he won't have to take the test until his license expires."

"Fine, but what about the new driver who wants a motorbike for low cost transportation, and doesn't have a car?"

"Surely he could borrow one, just for the time it takes to take the test," replied Foran.

"Some Hardships"

"Still, would you not agree it might cause some hardship, especially in the low-income groups, to come up with a car for the time it takes to learn how to drive and to take the test?"

"Yes," Foran conceded, "It might be hard on some. But the Federal Department of Transportation requires a special license and a compulsory helmet law for motorcycle riders... otherwise we don't get the money."

"Does the Federal government require the automobile license before the state can issue the special motorcycle license," we pursued, at the risk of sounding tedious.

"I don't know the exact requirements," Chairman Foran admitted. "They only just came out and I haven't seen them yet."

I was about to ask why his committee was determined to pass legislation before they knew exactly what it had to cover. But a bell rang and Assemblyman Foran placed the green phone alongside his face and began speaking into it. The interview was obviously over. And I didn't even get my 25¢ for the paper.

On the way to the hearing the elevator was buzzing with excitement. "Do you think they'll come?" "I saw them last week. Did you?" "No, I missed them I could almost die!"

The girls aboard were even more excited over the chance of possibly actually **seeing** the real Hell's Angels, stars of tabloid, screen and television, in the mouldy flesh.

Next Week: The Hearing.

Ride . . . Into HODAKA the Winner's Circle!

Gary Bailey

SOUTH GATE TT
JUNE 29, 1967
Wheelie Contest
Gary Bailey HOD

100cc Main
Gary Bailey HOD

ELSINORE TT
JULY 1, 1967
100cc Novice
1. S. Larson HOD
2. K. Wilson HOD
3. P. Yregallen HOD

100cc Expert
1. G. Bailey HOD

SPROCKETS PARK, BAKERSFIELD
JUNE 24, 1967
90cc Nov.
Ron Tobey HOD

90cc Am.—Ex.
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READERS: Study this bill and write or telegraph your opinions about it to your state Senator. Messages should be brief, polite and clearly worded. Your local newspaper or library can give you the name of your state Senator and his address.

TEXT OF THE PROPOSED MOTORCYCLE DANGER BILL

AMENDED IN SENATE JUNE 23, 1967
AMENDED IN SENATE JUNE 12, 1967
AMENDED IN ASSEMBLY MAY 31, 1967
AMENDED IN ASSEMBLY APRIL 28, 1967
AMENDED IN ASSEMBLY APRIL 11, 1967

CALIFORNIA LEGISLATURE—1967 REGULAR SESSION

ASSEMBLY BILL No. 978

Introduced by Assemblymen Foran, Deddeh, Ray E. Johnson, Karabian, Priolo, Townsend, Shoemaker, Lanterman, Wilson, Belotti, Gonsalves, Negri, and Hayes
(Coauthors: Senators Dills, Beilenson, and Collier)

March 9, 1967

REFERRED TO COMMITTEE ON TRANSPORTATION AND COMMERCE

"Now here's a model that's very popular with Hell's Angel s..."

A.B.978

An act to amend Sections 12509, 12804, 14608, and 27800 of, to add Sections 27802 and 27804 to, and to repeal Sections 12654 and 27801 of, the Vehicle Code, relating to motor vehicles.

The people of the State of California do enact as follows:

SECTION 1. Section 12509 of the Vehicle Code is amended to read:

12509. (a) Any person who is over the age of 17 years and 6 months may apply to the department for an instruction permit. The department for good cause may issue to the applicant an instruction permit which shall entitle the applicant while having the permit in his immediate possession to drive a motor vehicle, except a motorcycle, upon the highways for a period not exceeding six months when accompanied by, and under the immediate supervision of, a California licensed driver 25 years of age or over, not holding a probationary type license. The department may further restrict the permits as it may determine to be appropriate to assure the safe operation of a motor vehicle by the permittee.

(b) The department may also issue an instruction permit to any physically and mentally qualified person age 15 years and 6 months or over who has successfully completed or is taking driver training instructions as provided in Section 12507. The instruction permit shall be restricted to the operation of a motor vehicle other than a motorcycle either when taking the driver training instruction of a kind referred to in Section 12507, or when practicing such instruction and accompanied by a licensed driver as provided in subdivision (a).

(c) The department may also issue an instruction permit to a person who has been issued a valid driver's license to authorize the person to obtain driver training instruction and to practice such instruction in order to obtain an additional class driver's license or an endorsement.

SEC. 2. Section 12654 of the Vehicle Code is repealed.

SEC. 3. Section 12804 of the Vehicle Code is amended to read:

12804. (a) The examination shall include a test of the applicant's knowledge and understanding of the provisions of this code governing the operation of vehicles upon the highways, the ability to read and understand simple English used in highway traffic and directional signs, his understanding of traffic signs and signals and the applicant shall be required to give an actual demonstration of his ability to exercise ordinary and reasonable control in operating a motor vehicle by driving the same under the supervision of an examining officer and submit to an examination appropriate to the type of motor vehicle or combination of vehicles he desires a license to drive. The examination shall also include a test of the hearing and eyesight of the applicant and such other matters as may be necessary to determine the applicant's mental and physical fitness to operate a motor vehicle upon the highways and whether any ground exists for refusal of a license under this code. The examination for a class 1 or class 2 license under subdivision (b) of this section shall also include a doctor's report of a medical examination of the applicant. In establishing the requirements consideration may be given to the standards presently required of motor carrier drivers by the Interstate Commerce Commission. Any physical defect of the applicant which in the opinion of the department is compensated to insure safe driving ability shall not prevent the issuance of a license to the applicant.

(b) In accordance with the following classifications, any applicant for a driver's license shall be required to submit to an examination appropriate to the type of motor vehicle or combination of vehicles he desires a license to drive, except that an applicant who has never been licensed in this state or any other jurisdiction shall also be required to submit to an examination for a class 3 driver's license:

(1) Class 1. Any combination of vehicles and includes the operation of all vehicles under class 2 and class 3.

(2) Class 2. Any bus, any "farm labor truck," any single vehicle with three or more axles, any such vehicles towing another vehicle weighing less than 6,000 pounds gross, and all vehicles covered under class 3, except that a person holding a valid class 3 license on the effective date of this act may drive a bus designed to carry not more than 15 passengers until such time as the license expires without obtaining a class 2 license.

(3) Class 3. Any two-axle vehicle, except a bus, motorcycle or "farm labor truck" and such vehicle towing another vehicle weighing less than 6,000 pounds gross.

(4) Class 4. Any motorcycle. Authority to operate vehicles included in a class 4 license may be granted by endorsement on a class 1, 2, or 3 license upon completion of appropriate examination. A person holding a valid class 1, class 2 or class 3 driver's license on the effective date of the amendments to this section enacted at the 1967 Regular Session of the Legislature may drive a motorcycle until such time as the license expires without obtaining a class 4 endorsement.

(c) The department may accept a certificate of driving experience in lieu of a driving test on class 1 or 2 applications when such certificate is issued by an employer of the applicant provided the applicant has first qualified for a class 3 license and also met the other examination requirements for the license for which he is applying. Such certificate may be submitted as evidence of the applicant's experience or training in the operation of the types of equipment covered by the license for which he is applying.

SEC. 4. Section 14608 of the Vehicle Code is amended to read:

14608. No person shall rent a motor vehicle to another unless:

(a) The person to whom the vehicle is rented is licensed under this code or is a nonresident who is licensed under the laws of the state or country of his residence.

(b) The person renting to another person has inspected the driver's license of the person to whom the vehicle is to be rented and compared the signature thereon with the signature of such person written in his presence.

(c) A protective helmet of an approved type is offered to the person to whom a motorcycle is rented. This subdivision shall become operative six months after the date upon which the regulations concerning protective helmets become effective.

SEC. 5. Section 27800 of the Vehicle Code is amended to read:

27800. No person shall operate any motorcycle:

(a) Equipped with a seat so positioned that the driver, when sitting astride the seat, cannot reach the ground with his feet.

(b) Equipped with handlebars that are more than 15 inches in height above that portion of the seat occupied by the driver and depressed by the weight of the driver.

(c) Carrying any other person, except on a seat securely fastened to the machine in the rear of the driver and provided with footrests and handgrips, or in a sidecar designed for the purpose of carrying a passenger.

(d) Not equipped with a windshield, unless the driver is wearing a faceshield, goggles or glasses.

~~(e) Unless he is, and any passenger is, wearing protective foot covering. Sandals and open-toed shoes are not considered protective foot covering.~~

SEC. 6. Section 27801 of the Vehicle Code is repealed.

SEC. 7. Section 27802 is added to the Vehicle Code, to read:

27802. (a) No person shall operate or be a passenger on any motorcycle without wearing a protective helmet at all times that the vehicle is in operation. On and after January 1, 1972, all protective helmets required by this section shall be of a type which has been approved by the department, except those worn by peace officers, which shall comply with the minimum standards adopted pursuant to Section 27804.

(b) This section shall not apply to operators of or passengers in three-wheeled vehicles which have an enclosed passenger compartment.

SEC. 8. Section 27804 is added to the Vehicle Code, to read:

27804. (a) The department shall establish specifications or requirements for approved-type protective helmets, and the specification or requirement standards shall not be lower than those specification or requirement standards established by the United States of America Standards Institute standard Z 90.1–1966.

(b) No person shall sell or offer for sale any protective helmet which is not of a type approved by the department. This subdivision shall become operative six months after the date upon which the regulations become effective.

SLIDIN' AL SLIDES AGAIN!

The news is out! Al Gunter, winner of five National Championships and more half-mile races than anybody in the country, is back in form again and is determined to put the Matchless brand in the winner's circle.

Seriously injured in a road racing accident two years ago, Gunter returned to the scene last year only to be plagued by persistent-mechanical woes. Here is a progress report for those who have been wondering what he has been up to recently:

CYCLE NEWS—One of the prime considerations in half-mile racing seems to be the age factor. Some people "in the know" have indicated that when you reach the age of 30, you're all through. You are now 33 Al, do you believe that to be true?

GUNTER—If I believed that to be a fact, I wouldn't be running. But regardless if it is or isn't, the main thing with me right now is that I'm going to do it until I get back into contention. I don't believe that age is a factor – never have. I can cite a couple of examples – Chuck Basney and Tex Luce. Basney was near 50 when he got killed and Tex was certainly over 40 when he finally quit. The reason not many older fellows do it is because when they are older, they're usually smarter and off in other endeavors.

C.N.—Do you feel that when you have reached this "critical" age that the experience you have gained makes up for youthful eagerness?

GUNTER—I hope that it will.

C.N.—What about the bike you are running this season? Is this the first year for you and the G-50 Matchless?

GUNTER—No, I spent most of last year, which I hoped would be used as sort of an experimental year, in order to have it operating well by this year. It's still got a little ways to go but I think in the end it's going to be more competitive than anything else and that's the reason I chose it when I started to ride again last year.

C.N.—Many of us have often wondered why flat track racers do not use brakes or suspension on their rigs. There seems to be a great deal of publicity about that fact, yet no one appears to have a satisfactory explanation. You run suspension on your bike, don't you?

GUNTER—For seven or eight years now I have advocated the use of brakes. You won't go faster with them, but that isn't the point. It would be so damn much safer with them, even running around in the pits. I've written several letters to the competition committee but there are so many hard heads left on there from the year '06 that you simply can't get through. There is such a variation of opinion on the matter, so what's one voice in the whole crowd when everyone is saying no, no, no.

Photo by Dennis Greene

Relatively unnoticed by the public eye, Al Gunter, National Number 3, has been making a determined effort to again become the leading half-miler in the country. He now rides a G-50 Matchless, which sports several ingenious mechanical innovations. Only last week he was picked by Bart Markel to win the 5-Mile National at Tulare but a broken chain put hapless Al out of the race.

I hope that the racing doesn't attract people because we are billed as "brakeless daredevils" because I like to think that it is a sport, and as it is portrayed from that kind of view, it puts us in the same class as the barrel riders in the circus and I don't want to be in that category.

C.N.—What about suspension?

GUNTER—Well, as far as I can figure, the back wheel has to take the same bumps the front wheel does. I think its a better idea to use suspension and I'm going to do it as long as the rules permit it.

C.N.—Do you think that a lot of competitors are playing follow the leader as far as these matters are concerned?

GUNTER—I think they do in every walk of life. Few people are capable of thinking for themselves. However, if a guy is winning with something different than I have, I'm certainly not going to rule it out as not being desirable.

C.N.—Would you try it?

GUNTER—Yes, I might. Unless its so way, way out that it disagrees with all of my previous thinking along that line. Then I'd say "the hell with it."

C.N.—Are you also thinking about returning to road racing?

GUNTER—Oh yes, I'm thinking about it and I have a G-50 for that too. But first things first. I have to get this dirt track thing shaped up first though before I start on other endeavors.

C.N.—In checking over Ascot history we found that 20-lap record (1961) still stands today at Ascot. Can you explain why?

GUNTER—Yes, that actually gets a qualified answer because they only run a twenty lap event two times in the season and there is not much opportunity for it to get broken because if these two times of the year the track is not in perfect shape, it's not capable to be broken anyway. Track conditions, as you can imagine, enter into record setting or breaking so much that unless the track is just perfect these two nights, on which the chances are fairly much against it, it's out of the question.

C.N.—Speaking of records, how close is Sammy to breaking your mark for the most half-mile wins?

GUNTER—I'd have to tell you again that I don't know because I don't keep up with that kind of stuff. If somebody told me it was ten or three or something I'd have to believe him because I don't know. I'm not particularly interested in that because all it serves to prove to me is that I've been running longer than anybody else and I'm not so sure I want to remember that.

C.N.—Have you done all of your own tuning during all these years?

GUNTER—Yes, ever since I was Amateur, I guess. In this respect, I kind of have a two-sided nature. I can't be just interested in the riding alone and always seem to get tangled up with a mechanic or tuner in different opinions about the way which things should be and I feel that the easiest way to short-circuit that mess is to do it yourself.

C.N.—You have a tuner this year, though?

GUNTER—Yes, a fellow by the name of Freddy Pereira helps me in the pits and he's very good. He's very devoted and I appreciate him very much. He gives of his time freely and I couldn't ask for anybody to be any better.

C.N.—Are you being sponsored by anyone right now?

GUNTER—Not as I think of a sponsor, I'm not. Hap Jones of NGK has helped me out and I appreciate that. Bell Helmets have given me a little time off here and there. But I don't really have a sponsor as such. I would like to find somebody to take care of me. To be serious, I would like to find a sponsor, one that I could come to an agreement with. I would like to find one that I would be compatible with.

C.N.—What's in the future, Al. When motorcycles are all over. Are you thinking perhaps about driving a car?

GUNTER—I've driven a sportscar in the past for Mickey Thompson several years back. But I would kind of hate to make any statements about what the future holds for me because I find that quite often I have to keep revising my goals and the main thing for me is to take care of what I'm doing right now and I want to get back into contention with the motorcycle thing before I do anything else.

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ELSINORE SCRAMBLES

by Don Wallen

BSA Uno, Dos, Tres

In the big bike bash and out for his second ride on a new BSA Shooting Star that's really sharp tonight was Clutch Cargo. Clutch is sorting out gearing problems in order to find the best cog for Elsinore and giving it a hard ride in the process. For good reason too, because J. Bailey, also on a BSA, and D. Lenar, BSA who gave him a ride for his money with a near dead heat between him and hard riding D. Lenar. J. Bailey rode hard also, winning one Moto looking really good, and a threat all the time.

The competition in this class tonight was the fiercest seen in some time. The riders were so quick on the clutch, it was very difficult to start them. Also out for his usual good performance was Mike Chamberlain, on a Triumph. Mike puts it thru the sweeper real classy and has always ridden hard in the big bike class.

200 Novice

B. Speier was the man of the night on a Bultaco that really shoots. In the second Moto Speier led all the way to the wire but it was N. Benton on a Triumph Cub and D. Voll putting on the battle for second place, going until the last lap when Voll slipped by Benton. Norm Benton and Jim Hart keep insisting the Cub is not running up to potential, so look out when it does get buzzing.

Sweepstakes

With G. Bailey, 100cc Expert on a Hodaka, getting the 50-yard head start, and doing a beautiful "wheelie" all the way from the starting line to the top of the hill, the Sweeps got off to a good start. Clutch Cargo, on his BSA, had to again twist it on to catch up as Bailey got a very sharp start. On the third lap, Clutch nipped by Bailey for the win.

What better way to start the long week end than at a riders' meeting at Elsinore at dusk. The meeting seemed to help considerably, at least in understanding between track management and riders, with subjects discussed and rulings made on such things as red flags, track safety and pit racing. A moderate-sized crowd showed up and enjoyed the comfortable weather immensely. A newly installed "red light-green light" system was in this week but was only used halfway thru the races as some comments were voiced as to riders having to rev their engines for too long a time on the starting line. We will all be interested as to the "racing students" comments after the first school of instruction held at Elsinore on July 2, with J. Rice, M. Darling and J. Hunter as instructors.

(Results on page 16)

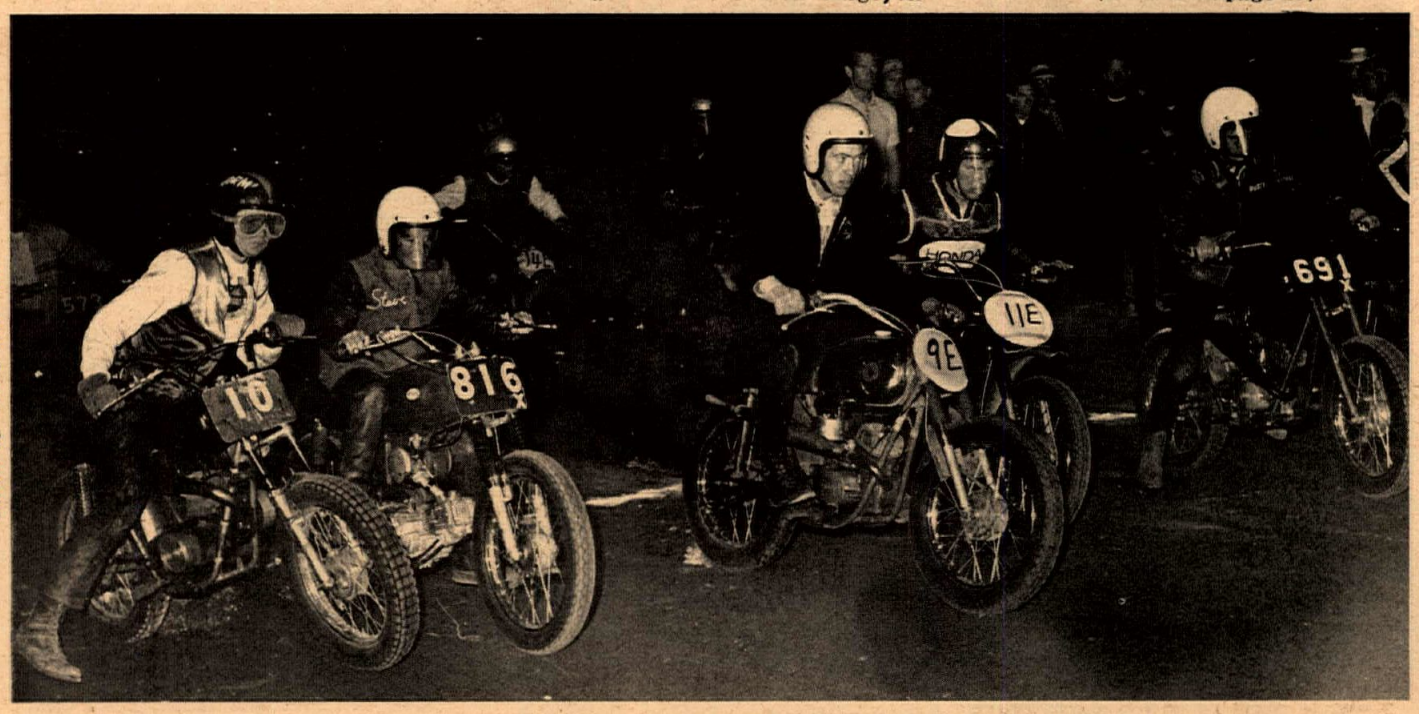

Photo by Vicky Hillmann

Five Novices power off the grid. Pictured from left to right are N. Benham, Steve Nichols, George Widby, Bob Speier and Rusty Burkert.

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50cc ROAD RACER-PART 5

HOW TO BUILD A TEACUP RACER FOR UNDER $300.

Story & Photos by Bob Braverman

We are rapidly drawing to a close on the chassis work. This week we'll mount the seat and make the rear brake assembly.

Since the rear brake is cable operated, all that is necessary is to relocate the brake lever and pivot. The original pivot was hacksawed off and brazed onto the new structure in the rear. The lever itself was shortened and slightly reshaped. A fitting was brazed to the frame to hold the cable end near the brake lever. A careful examination of the photos will show how this job was accomplished.

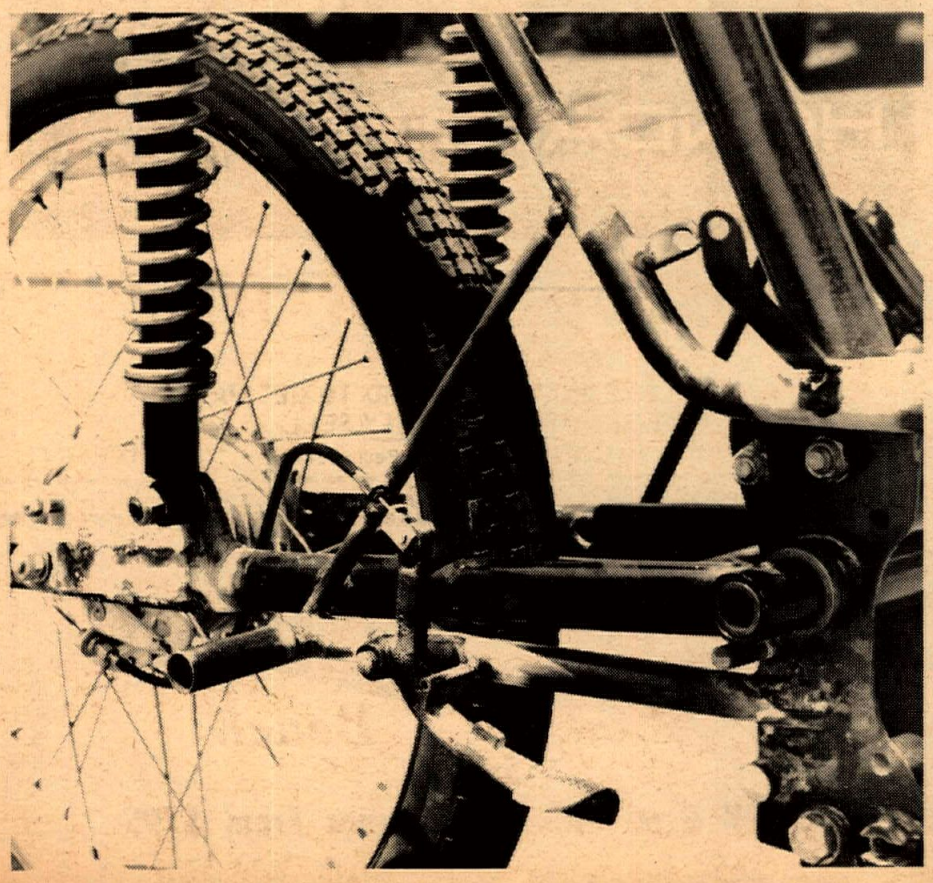
The seat brackets came next. They were bent from 1" steel strap (1/8" thick) and welded or brazed to the rear of the frame. The seat was set in place, the hold locations marked, and the holes were drilled through the seat and brackets. After that operation the seat was sanded with rough sandpaper in the area of the four drilled holes. This is done to prepare the surface for the epoxy used to hold the bolt heads in place. Now bolt the seat to the brackets and apply a generous amount of epoxy to each bolt head. By doing this you will be able to remove the seat and replace it without the bolts themselves turning. Once the epoxy has set up you can upholster the saddle and this phase is complete.

All that remains is to weld a hook just in back of the tank for a tie down strap. We used the original forward hook. A new rear brake anchor pin has to be welded or brazed to the swinging arm because we extended the wheelbase. And that about does it.

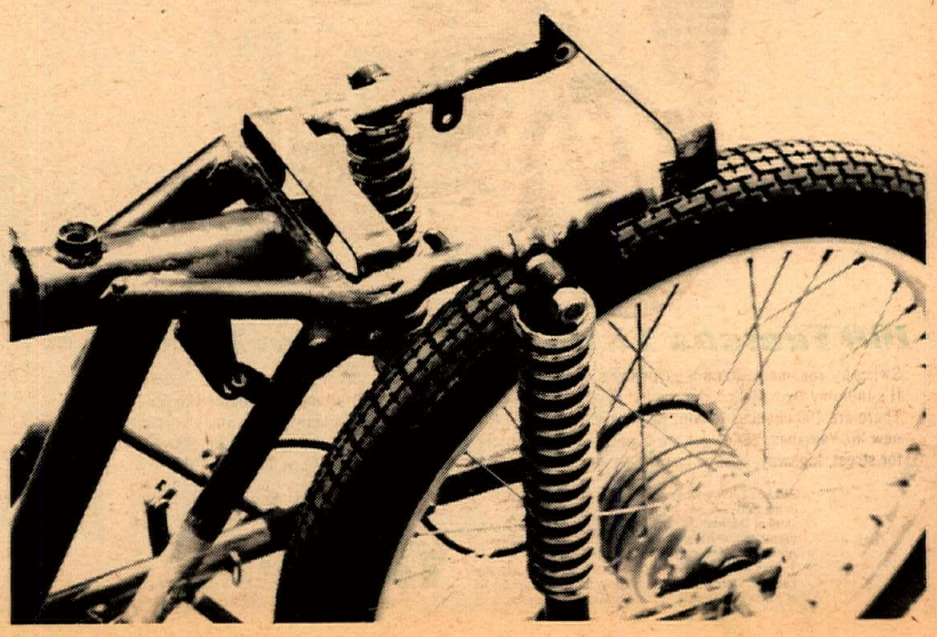
Next week we'll get into the engine department and show what can be done to get more beans. Also we'll tell you what you can buy ready-made in the go fast area.

Above: Sand the surface of the seat in the area of the four drilled holes to prepare it for the epoxy used to hold the bolt heads in place.

Left: This is how the brake pedal and linkage was mounted to accommodate the rear-set footpegs.



Seat brackets are formed from 1" steel strap and welded or brazed to the frame.



CRUISERS 2nd ANNUAL POKER RUN

by George Hays

On Sunday morning, June 25, 250 riders signed in at the Irv Seaver's Cycle Shop in Santa Ana, received their route slips, and were on their way to check point #1.

The route led them south on the Santa Ana Freeway, then south on the Newport Freeway to Highway #1. Although the morning was cool and the sky overcast, traffic was light and the ride down the coast was scenic and pleasant.

Check point #1, located on a scenic turn-out overlooking Dana Point, was a little tricky to find for

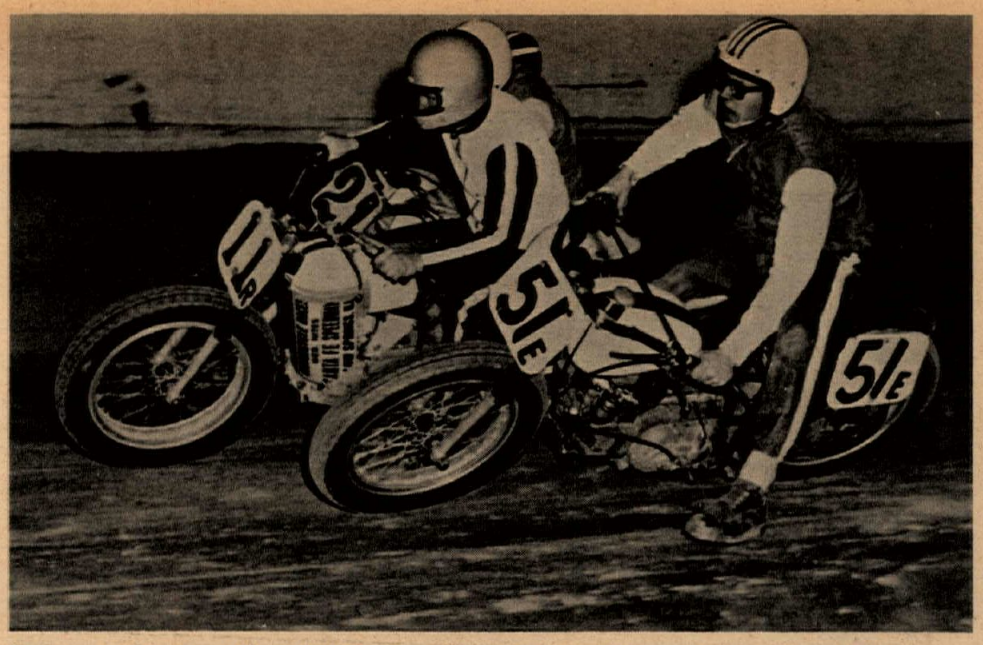
the inexperienced road-run riders. After drawing the second card of their poker hands, and receiving their second route slip, the riders proceded through Capistrano, then up into the hills on Highway 74. Check point #2 was at another scenic viewpoint, this time overlooking Lake Elsinore.

Leaving check point #2, the route led through Corona, then west on the Riverside Freeway to Anaheim, and ended at La Palma Park.

Freeway Delay

Although the sign-in table was scheduled to close at 1:00 p.m., it stayed open an extra hour, because some riders were delayed on the Freeway due to an accident. This gave the others ample time to buy a snack from the catering truck, visit old friends, or to stretch out on the lawn under a tree and relax.

Trophies were awarded in the usual categories. The Rainbows M.C. were presented the trophy for Best Dressed Club, but later it was discovered that there had been a mistake in addition, and the Silver Eagles actually won by two points. Art Ward, of the Rainbows, with an admirable display of good sportsmanship, turned the trophy over to the Silver Eagles without complaint. Art didn't go home empty-handed though. He won the sweepstakes trophy.



Speedway action shows Jimmy McMurren coming out of a crowded quartet to win a recent race

DOVEL CAPTURES ILLINOIS CLASSIC

Photo & Story by Larry Shapiro

Darrel Dovel of Waukegan, Illinois, who is having one of his finest years in motorcycling, took over the point lead at Santa Fe Speedway after winning the 6-mile Pat McHenry Classic on the half-mile last Wednesday night, June 28.

Luckless Fred Nix repeated last year's short-track Grand National and Pat McHenry performance by blowing his engine in the feature race after taking a commanding lead.

While Nix watched from the sidelines, Dovel, with smooth and precise riding, easily captured the southwest oval's first 4-star classic for 1967. Dovel's winning time was 3.37:60. Second place went to surprising novice rider Kenny Stevens from Sarasota, Florida. Show money was nailed down by Neil Keen from San Francisco, California. Jack McNairy finished fourth while Keith Nadler of Aurora, and Jimmy Mc Murren from Nestor, California rounded out the top six.

McMurren, who had been riding very well all night, lost his steel shoe on the first turn; this mishap stalled the California veteran, as well as McNairy. Meanwhile Nix zoomed into first place about three lengths ahead of Dovel; lap four found Nix helplessly cruising for the sidelines. The former Oklahoma state champion was joined by John Tibben a little later.

Dovel, avoiding problems, was an easy winner. Stevens, in a close battle with fast-closing Keen, eked across the finish line a nose-length ahead of Neil.

The updated Santa Fe Speedway point standings reads as follows:

Darrel Dovel	Waukegan, Ill.	70 pts.
Freddie Nix	Milwaukee, Wis.	65 pts.
Neil Keen	San Fran., Cal.	36 pts.
Jim McMurren	Nesto, Calif.	38 pts.
Roger Reiman	Kewanee, Ill.	31 pts.
John Tibben	Elmhurst, Ill.	18 pts.
Dan Welby	Deer Creek, Ill.	12 pts.

MANNING RESIGNS AFM PRESIDENTSHIP

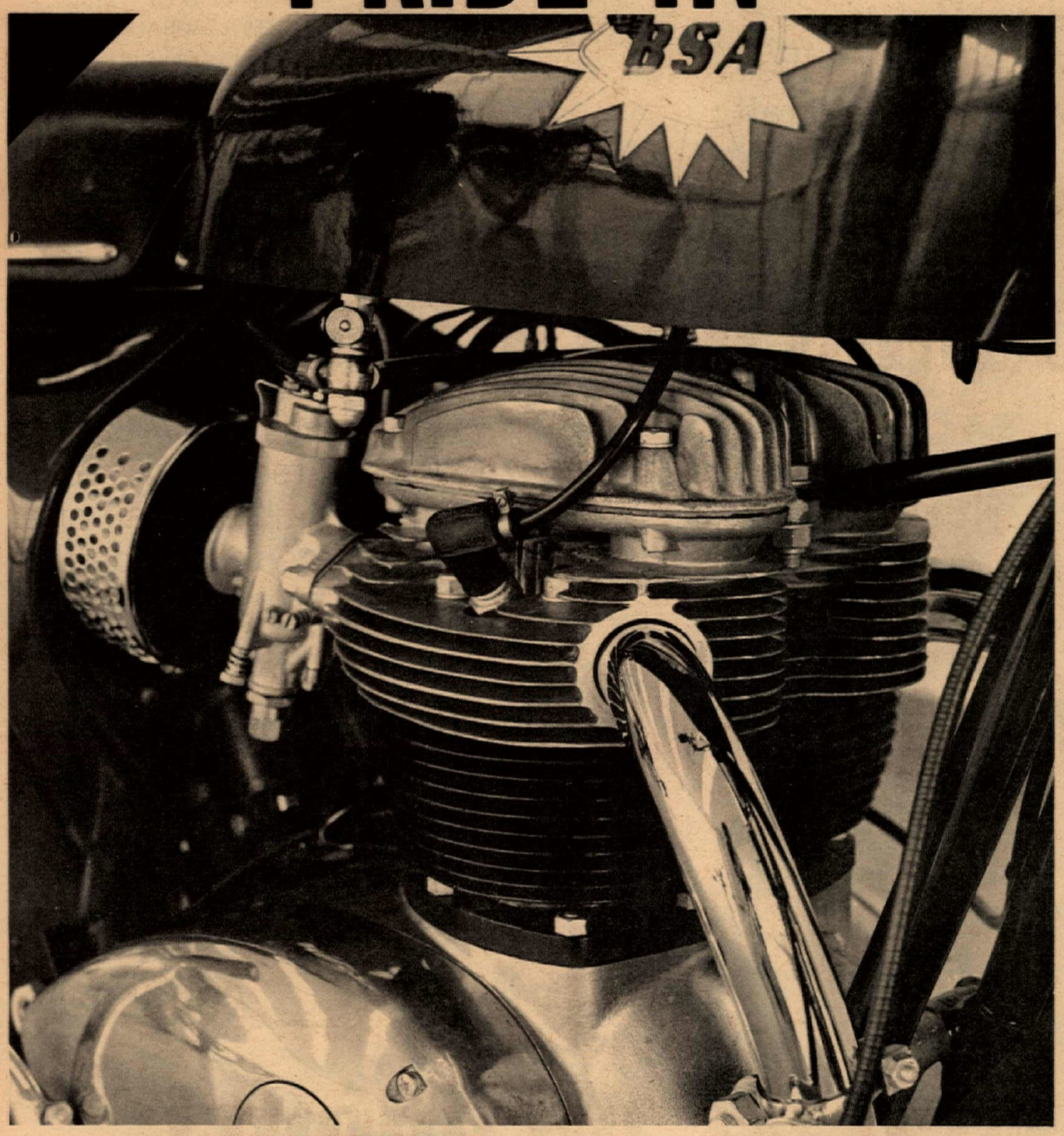
Current Los Angeles AFM Chapter President, Jim Manning, announced his retirement June 22, stating that due to personal reasons he was forced to withdraw from the organization as an official. He will remain an active member of the chapter.

Since his retirement, current Vice-President, John McGillivray, assumed the presidency and elections were held for Vice-President with Mike Sutherland getting the vote.

The A.F.M. has also announced plans for its 2nd Annual "King of Whiteman" road race, to be held at Whiteman Air Park on July 23rd, with a $100 first prize to be given the winner of the 50-lap event. First place as well as second place winners will also receive a J. Edwards helmet.

Qualifications for the race will be based on finishing places in the regular National Points races during the day. Action will begin at 1:30 with first practice sessions at 11:30. Gates will open at 9:00 a.m. Number plate regulations will be followed to the letter. Entry fees at Whiteman have been reduced to $6.00 G.P., $3.00 Production, beginning with the July 23rd "King of Whiteman" race.

PRIDE IN



CRAFTMANSHIP

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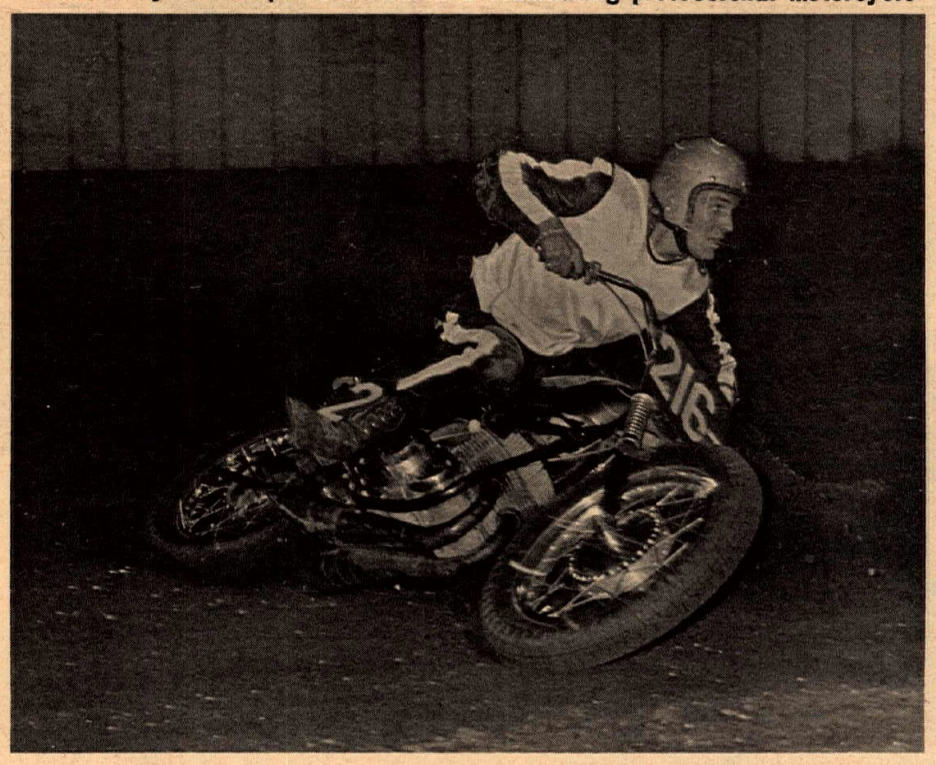
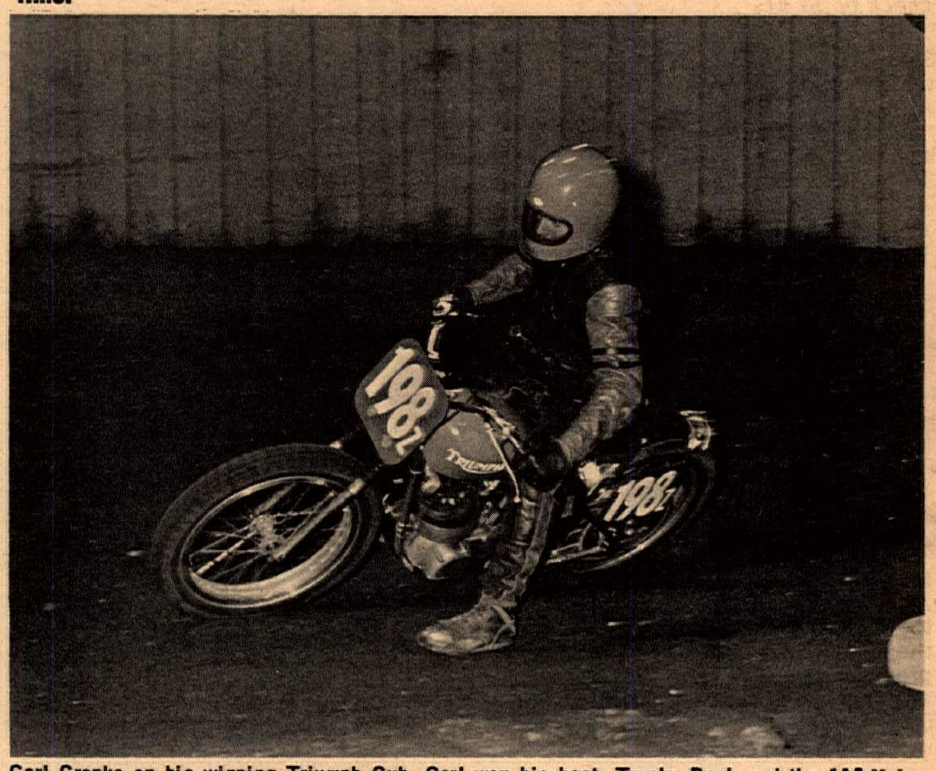
CRANKE CRANKS 'ER ON

Story by Donna Griffith Photos by Steve Griffith

Monterey is the place to watch a fascinating professional motorcycle race. With dimensions of about 260 feet by 125 feet (yes, feet!) inside of which the track is laid out, some real action takes place. The riders are forever spinning out, doing wheelies or taking the corners with the bike almost flat, the front wheel pointing up and both wheels sliding – all at the same time.

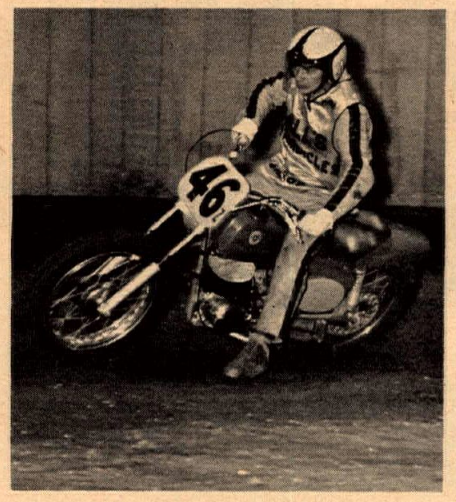


Bill Hodges has just cause to look frightened. He just spun out and is heading the wrong way!



Carl Cranke on his winning Triumph Cub. Carl won his heat, Trophy Dash and the "A" Main. What's so big about that? He's only a Novice!

The riders who win, like Carl Cranke, winner of the Trophy Dash, "A" Main and, obviously his heat, are the riders who take the corners like that. A few riders, many more than at any other races, have their bikes "walk" from beneath them or pitch them into the exceptionally soft cushion. This soft cushion is the reason why there are so many spills, and in the case of the first Semi, restarts. It was started three times.



Bultaco-mounted Mike Yarn finished in the runner-up position.

Adverse Adjustments

The first time Ray Ramirez and another rider, went down in the back corner. The second time, Ray went down going into the first corner, probably because something had been adversely adjusted in the first spill. When the race was over, though, he had made up for the messy starts. He won. Tony Williams, the other rider, who had gone down with Ray, came in second and Steve McCant came in third.

Pop Corder Still in Business

Bill Jamison, the fastest qualifier, won the first heat. The other winners were Ken Weakley, Carl Cranke, and Jim Odom. Carl Cranke, from the same stable, so to speak, as Butch "Mr. Short Tracker" Corder, won the Trophy Dash and "A" Main. Butch's dad, Pop Corder, still tunes Carl's machines.

The Special Event winner was Mike Akatiff. Billy Graham placed second, and Jim Ebright placed third. First place in the "B" Main went to Jerry Mather, with Gordon Card taking second and Dick Crane taking third. Dick Crane, who went down hard in the first lap, had to have his steel shoe taken off before his bike could be moved. After sitting down while his bike was checked and started for him, he limped back with it to start again. Second and third positions in the "A" Main were taken by Roger Goldthwaite and Jim Odom.

(Results appeared last week)

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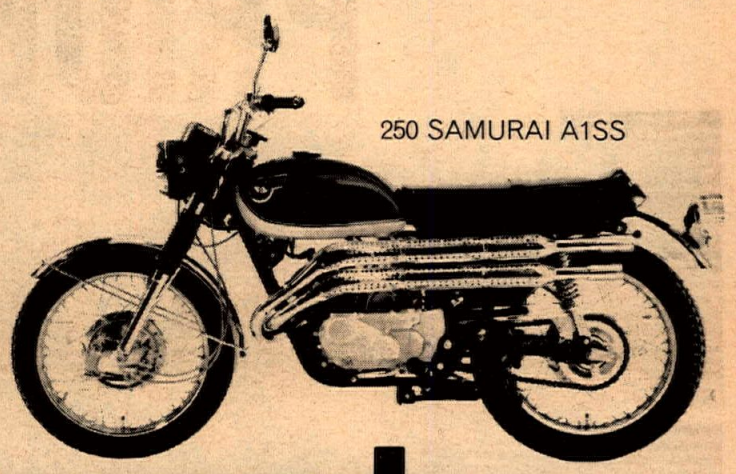

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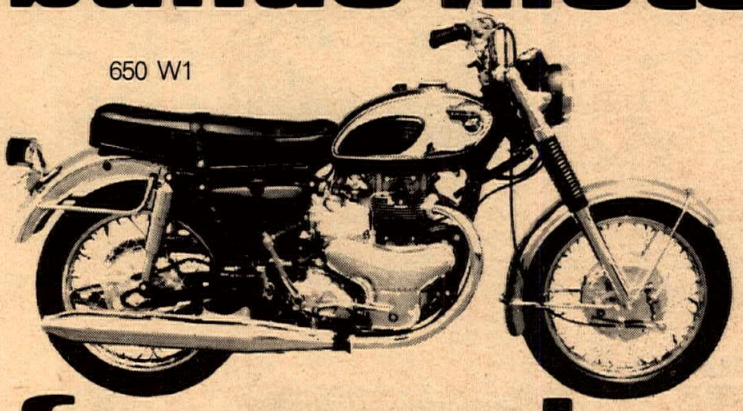

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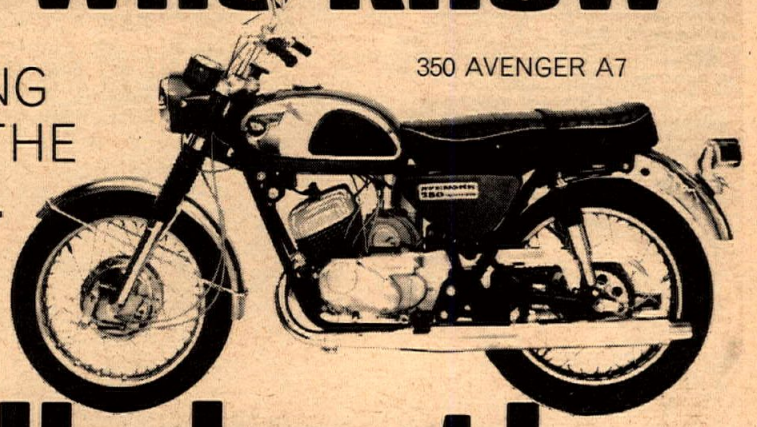

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TULARE

Although Markel turned in a relatively slow qualifying time and had never ridden at Tulare be- fore, he proved that when the chips are down, NOBODY can beat him.

Chris Draayer, H-D flash from Utah, got bogged down by traffic but still finished third because of fierce and determined riding.

San Diegan, Mel Lacher, found some extra stamina for Tulare and held off persistent challenges for second by Chris Draayer.

Fans in the grandstand stood up and cheered when Al Gunter went out to qualify. He was picked by Markel as the man to beat, but a defective chain put him out early in the heat race.

Photos by Dennis Greene

Bart Markel, the wiry fencebuster from Flint, Mich., clamped his left hand to the fork stanchion, rested his chin on the gas tank, and smiled from ear to ear as he tucked in and headed down the straightaway to capture the 5-Mile National Championship, held at Tulare last weekend.

Emerging several seconds later from clouds of pulverized earth thrown high into the air by Markel's machine were Mel Lacher and Chris Draayer, who crossed the finish line in that order to secure the top three places for the rumbling flatheads from Milwaukee. It was the second straight National sweep for Harley-Davidson this year.

The machines hardly had time to reach operating temperature before the flag fell, signalling the end of the first National held in Central Calif. It was over that quickly.

Draayer Moves Like Lightning

Columbus winner, Fred Nix got off the line first and led until Lacher passed him at the end of two — and then it was all Markel the rest of the way to the finish line.

The race settled down after Markel charged into first, with Dick Mann moving up to second place. On the sixth lap Lacher got past Mann, and Draayer was moving through the pack like lightning. On the next round Mann and Draayer were side by side for third. One lap later Draayer had Mann for good and was closing fast on Lacher. The final two laps had Lacher holding the Utah star off for second place.

Markel's time for the 10-lap feature was over four seconds faster than the time turned in by Sammy Tanner, 1966 winner of the 5-Mile National when it was held in Wisconsin last year.

It was not, however, a new national five-mile record.

By winning Tulare, Markel now has an all time total of twenty national victories, second only to the record set by Joe Leonard.

Nix Fastest Qualifier

During Friday night qualifying, Fred Nix was the first to race into the spotlight when he broke the one lap record set earlier this year by Dick Mann. Mel Lacher clocked second fast time and Dan Haaby third. Dick Mann and Al Gunter shared fourth fastest spot.

Many of the nation's outstanding riders did not make the Saturday night show, either due to slow times or mechanical trouble. Among them were Gary Nixon, Eddie Mulder, Cal Rayborn, Dusty Coppage and Dick Hammer.

Lawwill Breaks Piston

In the heat races it was again Nix with the fastest heat race time of the three preliminaries. He defeated Mann and fellow Oklahoman Ted Davis. Mert Lawwill was right on Nix, ready to try for the lead, when a piston disintegrated, causing him to run the remainder of the heat and a part of the Main Event with half the usual displacement. On the first lap of the event, Ralph White and Rich Hardmeyer were involved in a spill. Both riders walked away. Hardmeyer returned to the race, White did not.

The second heat was taken by Lacher, with Chris Draayer coming up to press hard at the finish. First year Expert, Jim Berry, scored a surprising third. Al Gunter dropped out on lap two with a broken drive chain and Sammy Tanner withdrew shortly thereafter because the track was too rough.

The third and final heat race was the wild one of the evening with Markel coming from a distant seventh place to take the win over George Roeder, Pete Bodette and Roger Reiman. Dan Haaby dropped out with engine problems while in the lead. Bodette gave Roeder second place as he brushed the haybales coming out of the turn and crossed the line somewhat out of control.

Incredible Performance by Odom

While it was an unlucky national meeting for Triumph in the Expert class, it was a runaway for the Coventry brand in the Amateur division. The only thing that Jimmy Odom did not win was the time trials. He was fourth fastest in that bracket.

Odom opened the Amateur action with a breezing ride to the heat race win that was **fourteen seconds** faster than the second fastest Amateur heat race win!! He broke the old Amateur ten-lap record by a whopping **five seconds.** He held that one, also!

Alex Yerkes and Roger Goldthwaite were the other two heat race winners. Yerkes, who is stationed in the Army in Minneapolis, returned to his home state for this one.

Todd Turns Them On

Odom supplied the class in the Amateur Final and breezed to another win, his first on the National Circuit but it was Phil Todd who gave the fans the thrills.

Phil was second at the end of the first lap but dropped all the way back to fourth at the end of two, because of some fancy high groove riding that sent tons of dirt flying over the crashwall.

He then had to come from far back to pass Yerkes and Goldthwaite to grab off second place on the final turn on the last lap. Yerkes and Goldthwaite battled all the way for second and third until Todd passed them both.

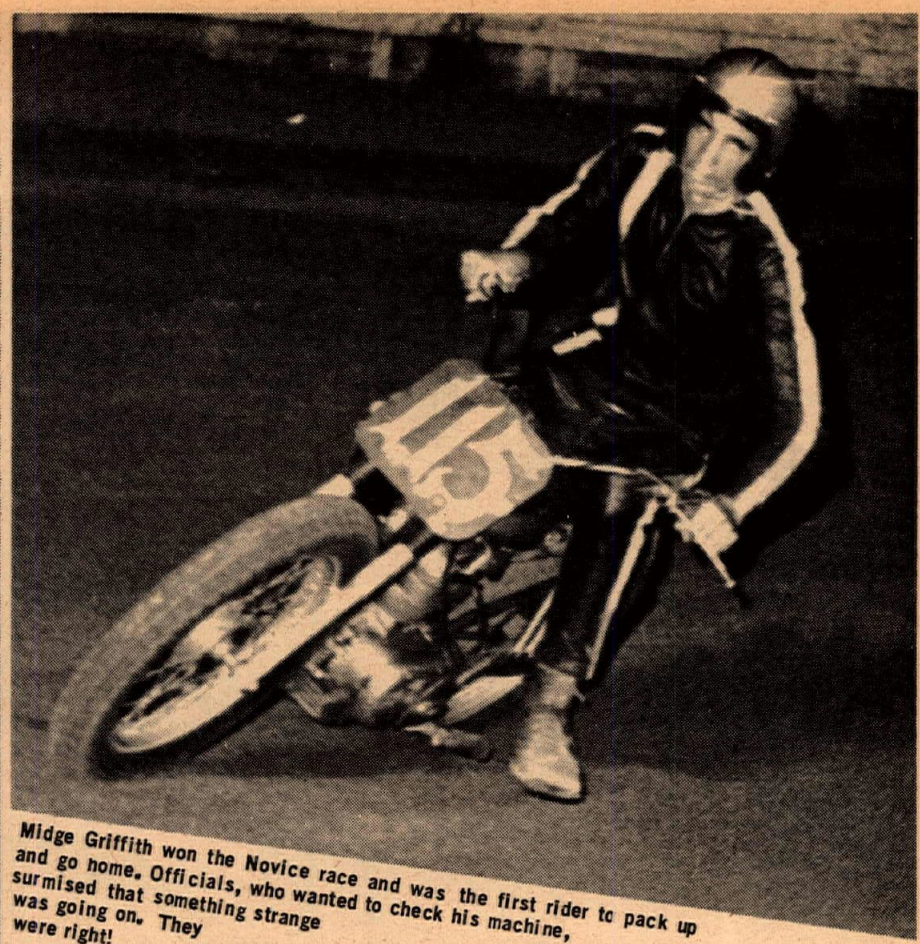
The first Tulare national was viewed by a sizeable crowd with referee Hank Gendusa and his officials crew turning in another good job. Also on hand was national director of competition, Jules Horky from Columbus, Ohio.

The event was promoted by C&C Enterprises which is Bill Cumbie and Tom Clark from San Jose. All parties appeared pleased after the event and it looks like Tulare is on the national map to stay.

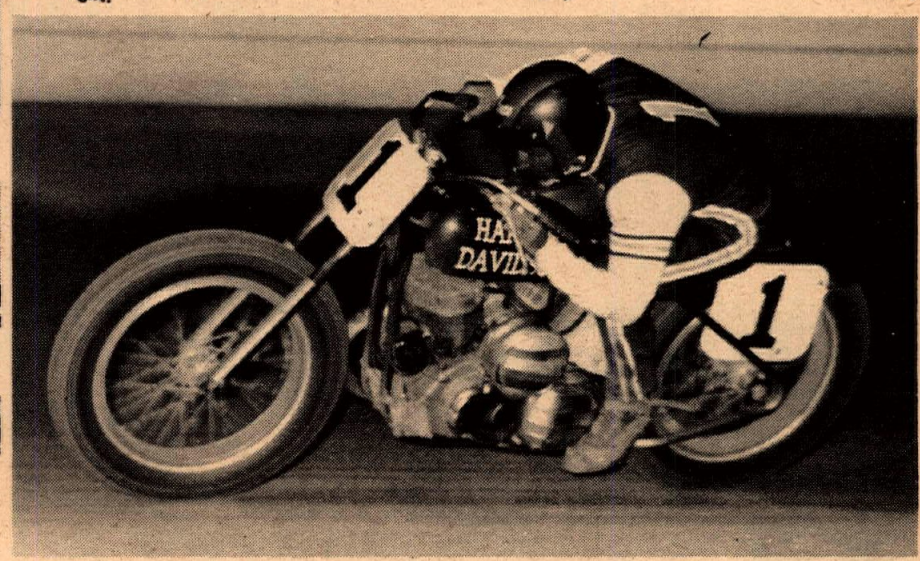
(Results on page 16)

CYCLE NEWS SERVES ALL OF THE WEST WITH NEWS OF THE BEST SPORT ON WHEELS 4 TIMES A MO.

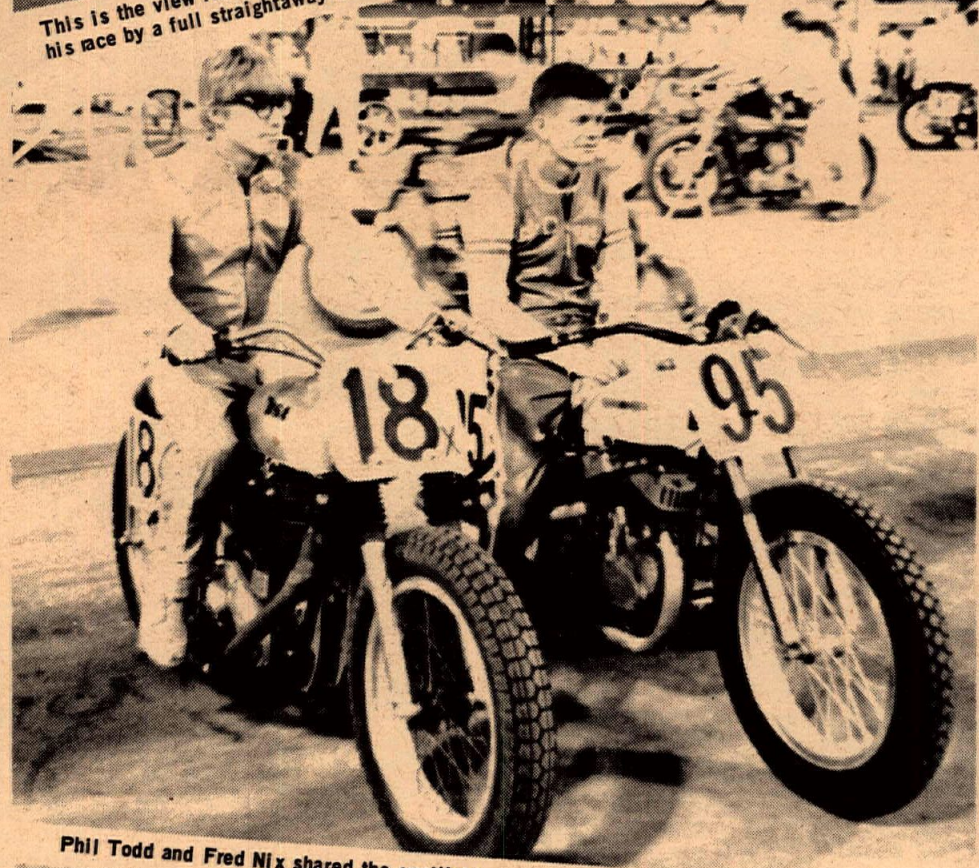
This is the view Amateurs had of Jimmy Odom, provided they had good distance vision. He led his race by a full straightaway and shattered his own track record.



Midge Griffith won the Novice race and was the first rider to pack up and go home. Officials, who wanted to check his machine, surmised that something strange was going on. They were right!

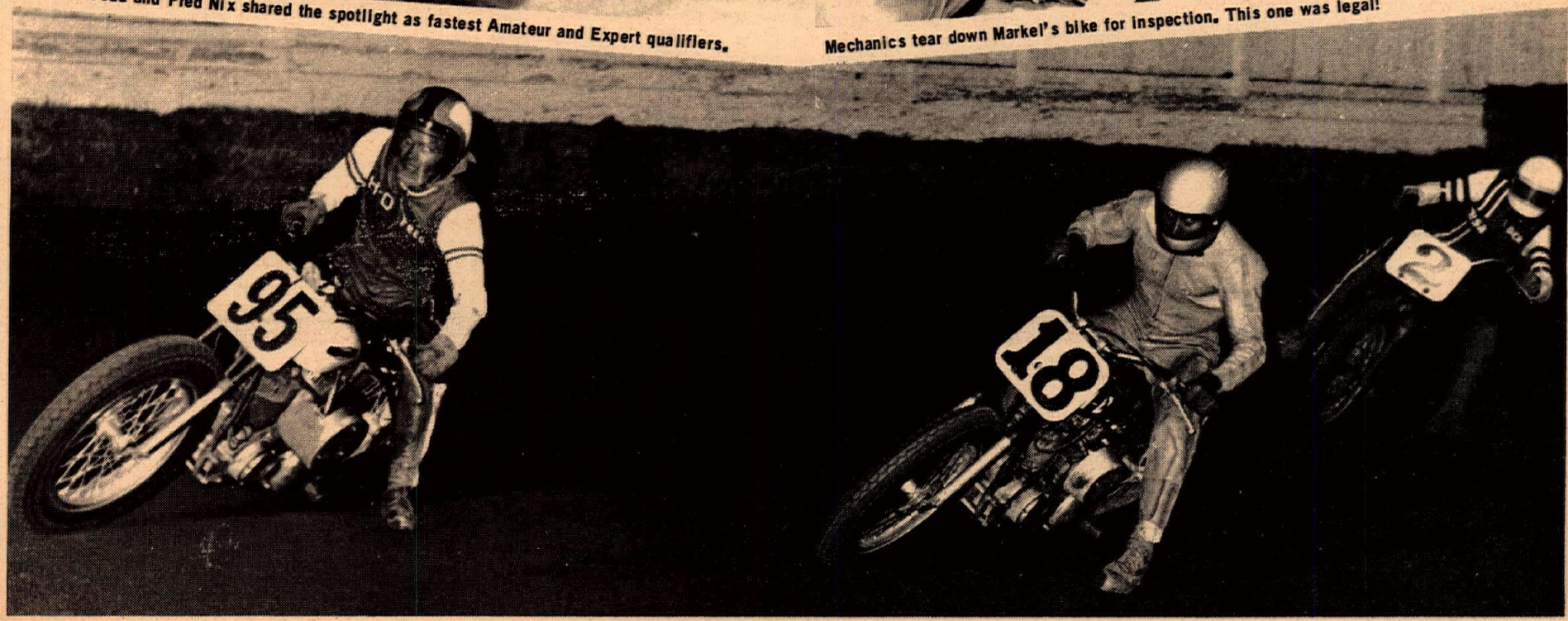


Bart Markel applies the pressure coming out of a turn.



Phil Todd and Fred Nix shared the spotlight as fastest Amateur and Expert qualifiers.

Mechanics tear down Markel's bike for inspection. This one was legal!

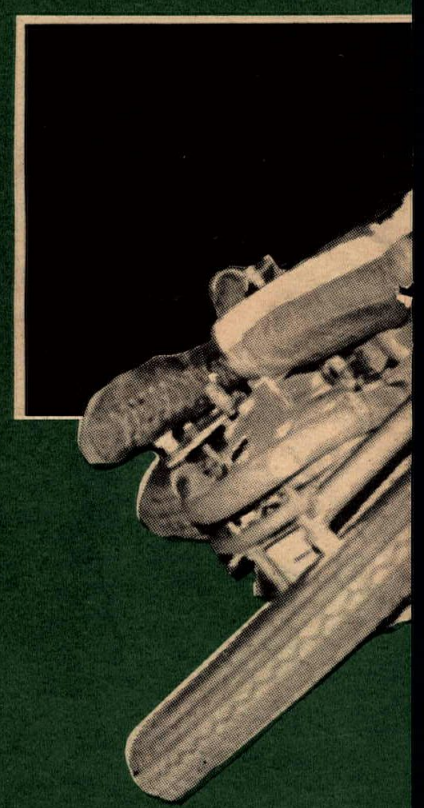


Fred Nix, Mert Lawwill and "Bugs" Mann in close company during the first lap of the first Expert heat.

5 MILE NATIONAL

EASY AS 1 BART MARKEL 2

TULAR 19



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CYCLE ALLEY

by Bob Ebeling

Early indications of Saturdays action at Irwindale Raceway looked all but quick or fast, as qualifying elapsed times for the top eight ran from 10.82 seconds by Murray & Cook to 11.66 seconds by Ebeling.

Of the machines that secured positions in the battle for bucks, Joe Smiths 80-inch Harley was the highlight. His fabulous Gasser was the second quickest with a 10.96 E.T. Tony Dodge's and Bob Sirkegians Super Bikes were qualified in the number six and five positions. Forty-five inches of custom Triumph power put the Richards family dragster in the number three slot, while the McEvoy-Martinez twin-engine Triumph and Disharoon's Harley Sportster filled the field with number four and seven, qualifying positions.

To build anticipation of the close races to come, number one machine was matched with number eight, or fastest with the slowest, so that in the remaining rounds only the quickest would remain.

Back Up Record

Murray & Cook backed up their speed record and dispatched Ebeling with haste in an elapsed time of 9.89 seconds and at the record speed of 161.57 miles per hour.

Joe Smith rode the big inches to a victory over Disharoons Sportster, Gary Richards put it to Tony Dodge, and Buddy Martinez defeated Bob Sirkegian. Of all the first round losers, Bob Sirkegians BSA Super Bike was the quickest at 11.21 seconds and 124.30 miles per hour. That dear readers is a real Super Bike!

Round Two

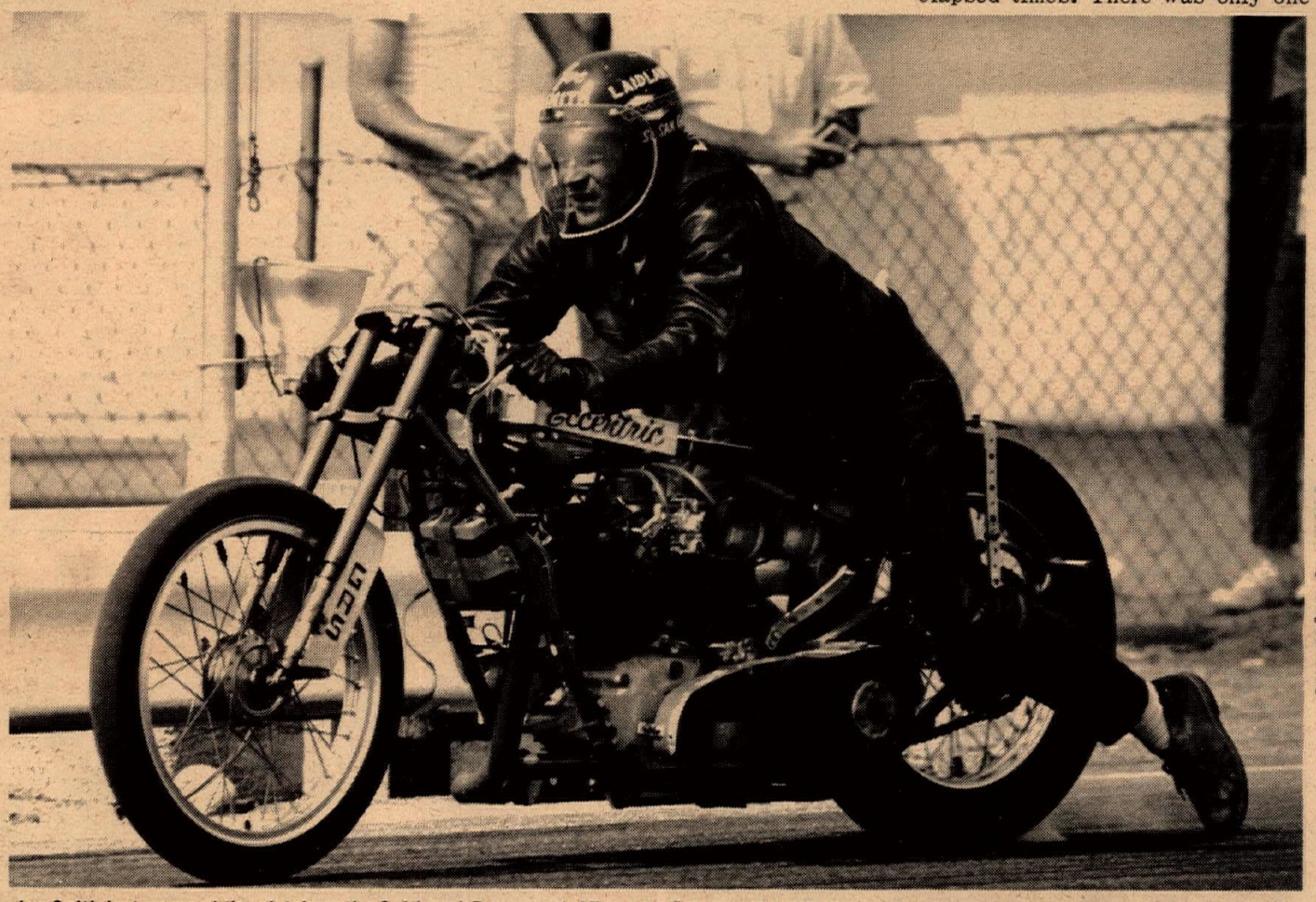
Four down and three to go! Only one would come out on top and elapsed times made it any man or machines race.

Murray & Cook were matched with the Smith & Butterworth Harley. Inches were about the same, but gas vs. fuel? A hole shot by Smith could do it, but it did not. Another nine second run by the twin-engine Triumph brought Harley's defeat. Joe was not ashamed of the defeat, for he turned a 10.84 second elapsed time at 128 mph.

Don McEvoy was holding out a secret as his rider Buddy Martinez, fired up in preparation for a round against the Richards and Richards single-engine Triumph. In round one, the double had "holed" a piston in the front engine and to still run and avoid further destruction, the drive chain between number one and two engine was disconnected. Well, Gary Richards was at the lights first with a low ten second run while Buddy trailed with about 14 seconds elapsed time.

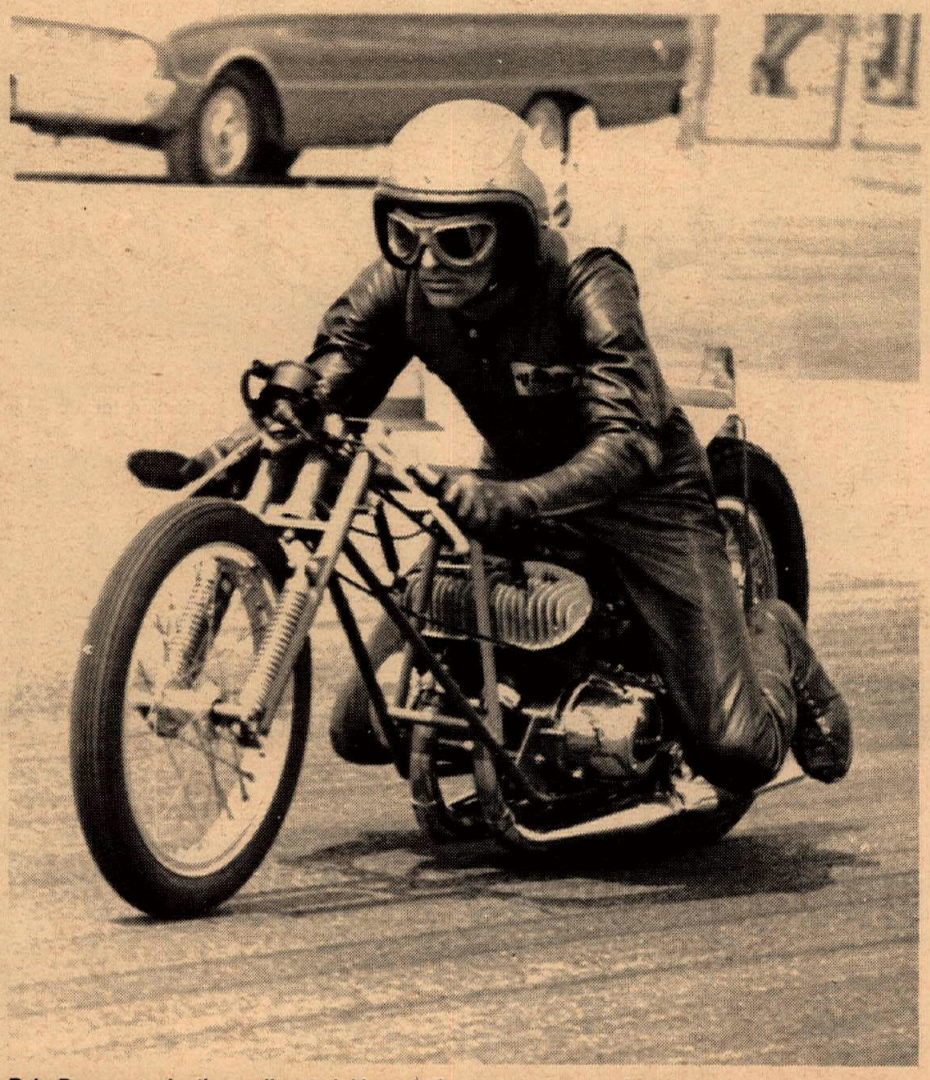
Final Round

The quickest single engine fueler around was like a lonely soldier on a bloody battle ground. Gary Richards felt the pressures of spectator attention and the previous M&C elapsed times. There was only one way to put the big double down and it worked! Gary anticipated the green light, left while the yellow was just fading out and reached the finish lights first. The 45 inch Triumph turned in a 10.39 second run while Cook went through with a 9.96 second clocking. The winning lights in Richards lane were cancelled out by the bright reflection from the red that was left back at the starting line. His reaction time was quick — too quick — Murray and Cook were the victors, record setters and all else that can be summed up in the title "Number One of the Top Eight".



Joe Smith just snapped the clutch on the Smith and Butterworth "Eccentric" for a quick trip through the lights. Those carburetors look big enough to suck in low flying geese!

Photos by Doyle Gray



Bob Braverman is the undisputed king of the two-strokes at Southern California dragstrips. Won't somebody please build a drag bike to run against his? He needs the competition.

Lions Top Street

Bruce Miller is back again, after a brief layoff with mechanical overhaul and rebuild by Bracket.

The work by Bracket must really do the job, because Bruce won Top Street at 12.20 seconds E.T. and 108.56 miles per hour. Could it be that the superb green metal flake paint helps also?

Top e.t. of the day was set by the Sta-Lube "Expresso" at 11.14 seconds, but early in the day Nira Johnson had put in a 50/50 nitro load and broke the traps in 11.36 seconds. Could have been his honor for top E.T., with a little more kick from about a 30 per cent purer mix!

Next Weekend

Tecate, B.C., if you like, or Irwindale on Saturday and Lions Drag strip for Sunday.

There will be no trophies in street classes this week at Irwindale.

Top eight street bikes at five dollars per round.

(Results on page 16)

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Larry Wilburn, Am. Main winner.

Photos by Dennis Greene

Eddie Mulder didn't make the show at Tulare and came down to ride the Ascot TT instead. He worked hard but only managed ninth.

Upsets and fireworks greeted the Ascot fans Saturday night, July 1, and not all of the rockets were in the sky.

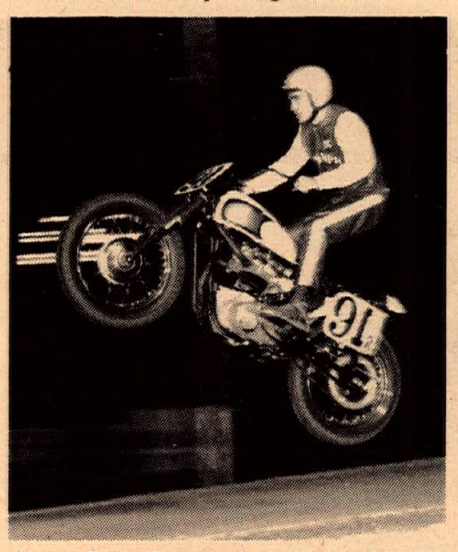
Jim Peterson scored the night's first upset when he squirted his 250cc BSA to the hotly-contested Novice win. It was Peterson's first Ascot victory, and BSA's first Novice win at the track of the lakes and flowers in recent history.

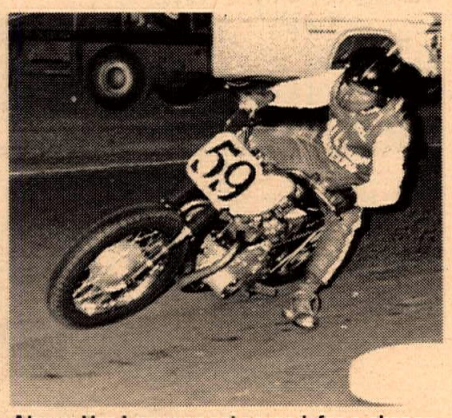
Larry Wilburn took advantage of Jim Odom's absence (he was winning at Tulare) to romp home first in the Amateur final go-around. He set a terrific pace for the rest of the mostly-Triumph-mounted field on his red-hot Jomo twin.

Fireworks really started popping all over the track when the Experts lined up for their big go. Over the jump and around the left and right turns it was almost-undefeated Skip Van Leeuwen carrying the mail for Triumph right up until the late laps, with Dave Palmer on a Norton P-11 with a short fuse running close in second place, waiting for his chance. It came in the late laps when Palmer powered around the Dutchman to take his first Ascot win of the season and set Skip down for his second Ascot loss this year. The only other man to beat Van Leeuwen at Ascot this year, Dusty Coppage, took third.

One highlight of the show was the 6th place victory by Gary Nixon, on an extremely rapid Triumph. Nixon is turning into a top notch all-around rider with wins on pavement, ovals and soon, who knows? Maybe TT's too!

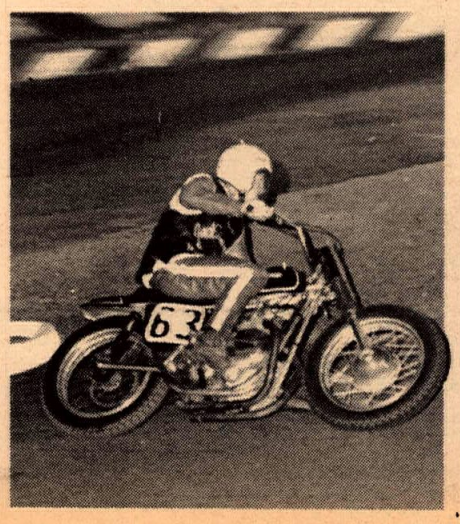
(Results on page 16)

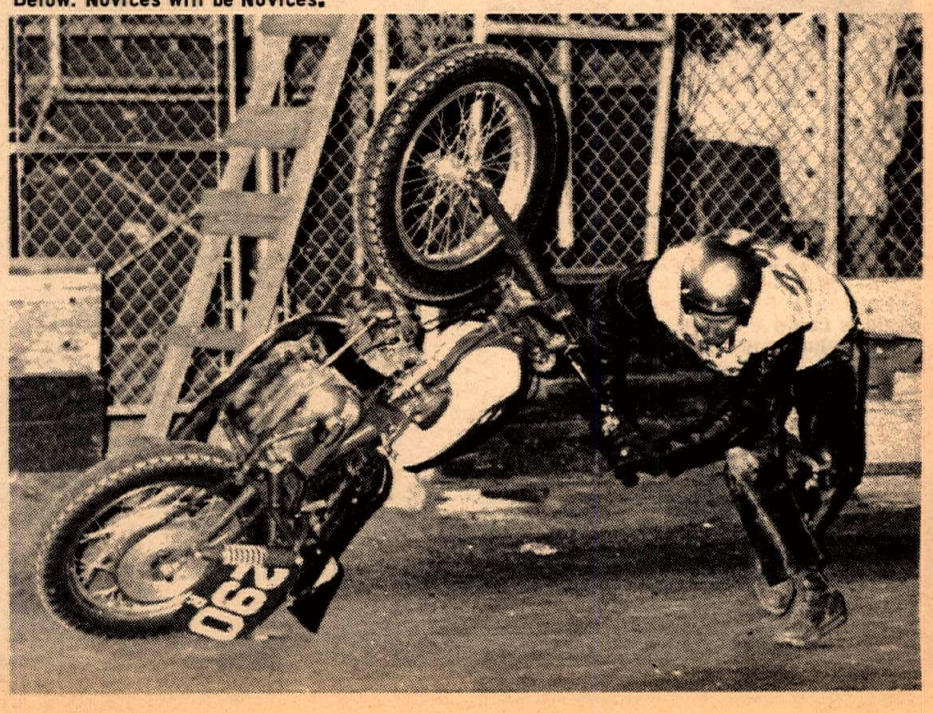




Above: Van Leeuwen got second, for a change.
Below: Novices will be Novices.

Above: Dusty Coppage took third behind Van Leeuwen. Below: Dave Palmer, the man who shot the Flying Dutchman out of the winner's saddle.

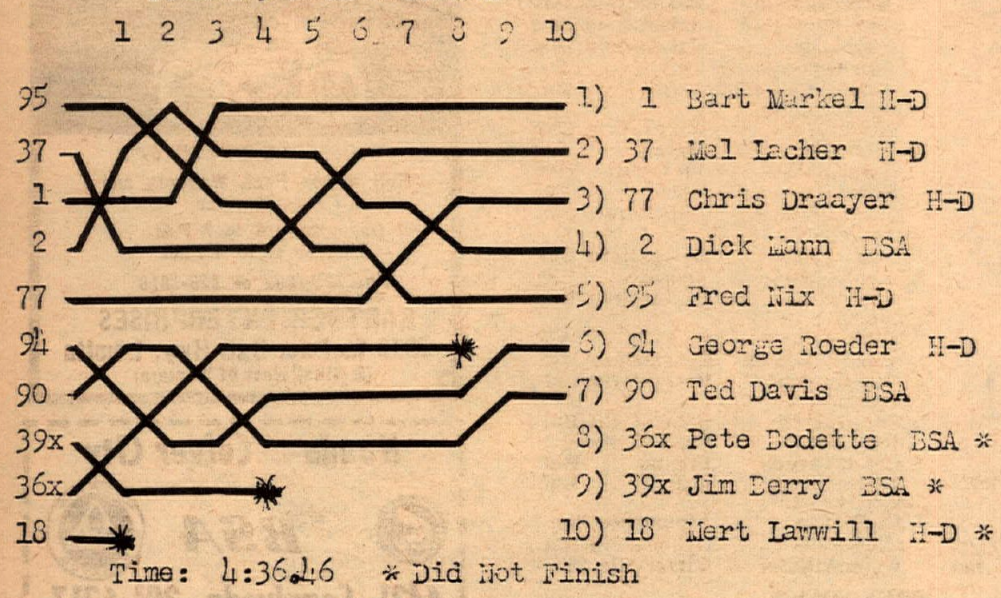




All results unofficial unless otherwise noted.

RESULTS

TULARE 5-MILE NATIONAL



Time: 4:36.46 * Did Not Finish

AMA NATIONAL POINT STANDINGS AFTER SIX NATIONALS.

1. Gary Nixon	243
2. George Roeder	179
3. Fred Nix	178
4. Mert Lawwill	164
5. Dick Mann	161
6. Chris Draayer	153
7. Buddy Elmore	132
8. Bart Markel	129
10. Dick Hammer	127

5-MILE NATIONAL CHAMPIONSHIP
Tulare, Calif. July 1, 1967

1. Bart Markel	Flint, Mich.	H-D
2. Mel Lacher	San Diego, Calif	H-D
3. Chris Draayer	Salt Lake, Utah	H-D
4. Dick Mann	SchenectadyN.Y	BSA
5. Fred Nix	Lawton, Okla	H-D
6. George Roeder	Monroeville, Ohio	H-D
7. Ted Davis	Ponca City, Okla	BSA
8. Pete Bodette	Playa Del Rey, Ca	BSA
9. Jim Berry	Costa Mesa, Cal	BSA
10. Mert Lawwill	San Franc. Calif	H-D

AMATEUR FINAL

1. Jimmy Odom	Tri
2. Phil Todd	BSA
3. Roger Goldthwaite	Enf
4. Alex Yerkes	BSA
5. Marty MacDonald	H-D
6. Mike Lithicum	BSA
7. Art Bernheisel	H-D
8. Gary Waldo	H-D
9. Jan Crawford	BSA
0. Ken Weakley	BSA

NOVICE MAIN (Friday)
1. Steve Pederson Kaw

FASTEST EXPERT QUALIFIER
Fred Nix H-D 26.64 (New Record)

FASTEST AMATEUR QUALIFIER
Phil Todd BSA 27.65

ASCOT TT July 1, 1967

EXPERT 15 LAP FINAL

Dave Palmer	Nor
Skip Van Leeuwen	Tri
Dusty Coppage	Tri
Dick Hammer	Tri
Dallas Baker	BSA
Gary Nixon	Tri
Jack Simmons	Nor
Bob Bailey	Tri

TROPHY DASH

Skip Van Leeuwen	Tri
Dick Hammer	Tri
Dave Palmer	Nor
Eddie Mulder	Tri

AMATEUR FINAL

Larry Wilburn	Tri
Rick Otto	Tri
Dick Mercier	Tri
John Sprague	Tri
Bob Ledford	Tri
Paul DeLaTorre	Tri
Jean Cannaday	Tri

NOVICE FINAL

Jim Peterson	BSA
Bob Ferro	Bul
Chuck Baker	Mon
Steve Ellsworth	Bul
Bill Cody	Bul
Jay Willey	Mon

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ASCOT QUARTER MILE SHORT TRACK

15 LAP MAIN

1. Elliott Schultz	Hon
2. Sonny Nutter	H-D
3. Jack O'Brien	H-D
4. Chuck Jones	H-D
5. Clyde Litch	Hon
6. Len Earl	H-D
7. L. Stumpenhaus	Bul
8. K. Lighthouse	Yam
9. Dallas Baker	Suz
10. Dave Allee	Hon
11. Steve Scott	Bul
12. Dave Palmer	Duc

10 LAP "B" FINAL

1. Bob Bailey	Hon
2. Mike Haney	Tri
3. R. Thorwaldson	Bul
4. Chcuk Hatcher	Bul
5. Jack Simmons	Duc
6. Rick Woods	H-D
7. Jay Willey	Mont
8. Bert Ershig	Hon
9. Fred Willard	Yam
10. Tim Harris	H-D
11. Don MacElear	Bul
12. Jim Lesley	

SIERRA M.C. SCRAMBLES
Lincoln, Calif. June 25, 1967

100cc NOVICE	
Frank Fuson	Hon
Hugh Toby	MB
L. Sturgeion	Kaw
100cc AMATEUR	
Eric Jorgensen	Kaw
Delno Becker	Kaw
Leland Barnes	Hod
200cc NOVICE	
Jerry Clark	Bri
Henry Robinson	Osa
Monte Hancock	Ome
200cc AMATEUR	
Steve Paladini	Bul
M. Beidleman	Bul
James Peck	Bul
250cc NOVICE	
Keith Carlson	Hus
Carlo Lucia	Bul
Richard Dashiell	Bul
250cc AMATEUR	
Paul Johnson	Bul
Jay Carter	Bul
Serry Gray	Hon
350cc NOVICE	
Jimmie Richardson	Hon
Claude Taylor	Hon
John Fanfa	Hon
500cc AMATEUR	
Jay Carter	Hus
Art Rinetti	Tri
Bill Boran	BSA
500cc NOVICE	
Ashley Jeffery	Tri
Jim McClinton	BSA
Ben Alley	BSA
OPEN AMATEUR	
Dale Gray	BSA
Larry Lindberg	Tri
Guy Bales	BSA
OPEN EXPERT	
Adolph Hurliman	Tri
Jim Saitone	Tri
Jim Darrah	Tri

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OLDEST AMA MEMBER
C.L. O'Brien, Lomita, Calif.

YOUNGEST RIDER
Richard Crittenden, Las Vegas, Nev.

SURPRISE TROPHY
Bruce Smith, N. Hollywood

HARD LUCK TROPHY
Billy Seagraves, Bellflower

OLDEST MACHINE RIDDEN
Jim Thompson, El Monte

SIDE CAR
Bob Revett, Culver City

MALE SOLO
1. R. Cox, Ridgecrest, Calif.
2. H. Haughton, Downey, Cali.
3. E.C. Davis, Lakewood, Cal.
4. Bill Dodge, Olancha, Calif.
5. R. Boyte, Inglewood, Calif.

PASSENGER
1. Hazel Selph, Pomona, Calif.
2. Sandy for the Nuggets
3. Lisa Ames, Pomona, Calif.
4. Linda Brock, Los Angeles, Cal.
5. Karen Boyte, Inglewood, Calif.

FEMALE SOLO
1. Lois Shaw, Ontario, Calif.
2. Lonnie Cox, Ridgecrest, Calif.
3. Donna Behnke, Torrance, Cal.

BIKE JUDGING
Stock-domestic
Odie Porterfield, Norwalk
Foreign
Candy Dennison
Custom-domestic
Ruben Landron
Foreign
Shorty Sprague
Couples Custom
John L. Adams
Best Dressed Club
Silver Eagles

Largest Family in bikes
The McCombs from Downey

FIELD EVENTS
Male solo
1. Gary Cochran
2. Bob Piche
3. Denny Dennison
Female solo
1. Geri Ratliff
2. Sandy Purdy
Passenger
1. Ellen Piche
Side-car
Bob Mayes

CRUISERS POKER RUN
Sunday, June 25, 1967

SWEEPSTAKES TROPHY:
Art Ward

POKER HANDS:
MALE SOLO:
1. Joe Musci
2. S. Nowlin
3. F. Newmann

PASSENGER:
1. Gladys Slutsman
2. John Ames
3. Pam Porterfield
4. Marion Hilliker

FEMALE SOLO:
1. Claudia Hess
2. Peggy Posie

SIDECAR:
1. Sheran Ames

CAR ENTRY:
Tim Steele

MACHINE JUDGING:
STOCK:
0-400cc: Earl Wayland
401-900cc: Audry Wingfield
901-1200cc: Eddie Porterfield

MODIFIED STOCK:
401-900cc: B.L. Miller
901-2200cc: Ross Cayer

SEMI-CUSTOM:
0-400cc: Gabriel Palmer
401-900cc: Judith McCombs
901-1200cc: Ruth Blanchard

CUSTOM:
401-900cc: Sandy Purdy
901-1200cc: Ruebon Landren

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Mr. and Mrs. Adams

BEST DRESSED FAMILY:
McCombs Family

LARGEST CLUB:
Spinning Spokes

BEST DRESSED CLUB:
Silver Eagles

CYCLE LAND FLAT TRACK
June 24, 1967

100cc CLASS

1. Jimmy Hubbard	Yam
2. Dennis Mayhew	Hon
3. Tom Von Seggren	Hon

200cc CLASS

1. Elton Law	Hon
2. Michael Rockwell	Hon

250cc CLASS

1. Dan Drake	Duc
2. Bob Vaughan	Hon
3. Mike Corcoran	Bul

BULTACO

1967 DISTRICT 36A CROSS COUNTRY POINT LIST FOR NEW NUMBER PLATES

Rider No.	Name	Class	Earned Plate Pt.
1U	Cal Bottum	Expert	134
2U	Herschel Spurlock	Expert	132
3U	Jack Lambert	Expert	99
4U	Bill Oliver	Expert	96
5U	Robert Flint	Expert	91
6U	Dewain Shockley	Expert	90
7U	Jim Bellach	Expert	89
8U	Clayborn Holland	Expert	88
9U	Butch Wilson	Expert	80
10U	Doug Wilson	Expert	71
11U	Ken McLaughlin	Expert	70
12U	Dewey Hatcher	Amateur	69
13U	Jack Ogle	Expert	60
14U	Harold Galindo	Expert	58
15U	Tody Emler	Expert	57
16U	Ramsome Mike Smith	Beginner	54
17U	Dan Thompson	Expert	53
18U	Joe Garcia	Expert	45
19U	Joe Villanueva	Amateur	44
20U	Jim Whitaker	Amateur	44
21U	Jay Bellach	Amateur	43
22U	Frank Conely	Expert	40
23U	Richard Pereira	Amateur	37
24U	Curt Fisher DDS	Expert	36
25U	Earl Holbrook	Expert	36
26U	John Dooley	Amateur	35
27U	Henry Patrick	Amateur	35
28U	Norm Enderle	Expert	34
29U	Leeman Robbins	Expert	33
30U	Gary Gibbs	Amateur	32
31U	Jim Nunez	Amateur	32
32U	Jim Amato	Beginner	28
33U	Dennis Baron	Amateur	27
34U	Bob T. Moore	Amateur	27
35U	J.D. Bramlet	Amateur	26
36U	Charles Wilson	Amateur	26
37U	Lanny Mayes	Amateur	25
38U	Charles Moore	Amateur	25
39U	Walter Monson	Beginner	24
40U	Marvin Schafer	Beginner	24
41U	Blaine Ennings	Beginner	22
42U	B.M. Hodge	Beginner	22
43U	Joe Krugh	Amateur	22
44U	William Pfeffer	Beginner	22
45U	Darrell Richards	Amateur	21
46U	Wendyl Aragon	Amateur	20
47U	Fred Gregory	Beginner	20
48U	Jack Monger	Expert	20
49U	Leonard Ruppel	Amateur	20
50U	Garvin Brown	Beginner	19
51U	Dave Hall	Expert	19
52U	Al Horn	Beginner	18
53U	John Howell	Amateur	18
54U	Carl Nelson	Amateur	17
55U	Don Whitaker	Beginner	17
56U	Jerry Bennett	Beginner	16
57U	Billy Bryant	Amateur	16
58U	Russ Corbett	Beginner	16
59U	Jim Perry	Beginner	16
60U	Frank Rocha	Beginner	16
61U	Gary M. Williams	Amateur	16
62U	Joe Block	Beginner	15
63U	Don E. Lockwood	Beginner	15
64U	Woody Wilson	Amateur	15
65U	George Byrne	Beginner	14
66U	Bill Reynolds	Amateur	14
67U	Don Taylor	Beginner	14
68U	Marston Vevea	Beginner	14
69U	Harvey Bakker	Beginner	13
70U	Gerald Monger	Beginner	13
71U	Bob Wade	Beginner	13
72U	B.J. Jones	Expert	12
73U	Martin Mitchell Jr.	Beginner	12
74U	Bill Ocheltree	Beginner	12
75U	Jim Van Parks	Beginner	12
76U	Tyron Crüze	Beginner	11
77U	Mike Bardon	Beginner	10
78U	Dillion Cook	Beginner	10
79U	Randy Cowherd	Beginner	10
80U	Lynn Darn	Beginner	10
81U	Greg Grouleff	Amateur	10
82U	Jim O'Hara	Beginner	10
83U	Cal Powers	Beginner	10
84U	Mike Thompson	Beginner	10
85U	Randy Barnes	Beginner	9
86U	Ray Ezernack	Beginner	9
87U	Gordon Grainger	Beginner	9
88U	John D. Hall	Beginner	9
89U	Jim Holliday	Beginner	9
90U	Howard Huffman	Beginner	9
91U	Mike Jiminez	Beginner	9
92U	Jeff Nolke	Beginner	9
93U	Dahl Stanford	Beginner	9
94U	Louie Varia Jr.	Beginner	9
95U	John Whitman	Beginner	9
96U	Stephen Black	Beginner	8
97U	Jack Jones	Beginner	8
98U	James Keosky	Beginner	8
99U	Jack Murphy	Beginner	8
100U	Dave Scjeldahl	Beginner	8
101U	Lowell Shatto	Beginner	8
102U	Jim Smoot	Beginner	8
103U	Tom Stockstill	Beginner	8
104U	Jack Church	Beginner	7
105U	Marvin Greenlee	Beginner	7
106U	J.D. Hodge	Beginner	7
107U	Richard Nydam	Beginner	7
108U	Fred Parrish	Beginner	7
109U	Dennis Ward	Beginner	7
110U	Gene DeWoody	Beginner	7
111U	Butch Bivens	Beginner	6
112U	Ron Davenport	Beginner	6
113U	Jon DeMorales	Beginner	6
114U	Emerson Pachaud	Beginner	6
115U	Guy Revel	Beginner	6
116U	Ed Taylor	Beginner	6
117U	Danny Carter	Beginner	5
118U	David Gardiner	Beginner	5
119U	Harry Barnes	Beginner	4
120U	James Brew	Beginner	4
121U	Leon Graves	Beginner	4
122U	Ned Marandino	Beginner	3
123U	Philip Paz	Beginner	3
124U	Ron Blair	Beginner	2
125U	Tim Fever	Beginner	2
126U	W.L. Gregory	Beginner	2
127U	Gary Youngblood	Beginner	2
128U	Fred Wobbel	Beginner	1

ELSINORE TT
July 1, 1967

100 NOVICE
S . Larson Hod
K. Wilson Hod
P. Yrigollen Hod

200 NOVICE
B. Speier Bul
D. Voll Bul
N. Benton Tri

250 NOVICE
D. Voll Bul
L. Verdoorn Bul
R. Park Bul

350 NOVICE
A. Lohnes Hon
P. Shepherd Hus
W. Dibble Hon

500-OPEN NOVICE
B. Tondro Tri
D. Ryner BSA
D. Harlow BSA

100 EXPERT
G. Bailey Hod
M. Carlin Kaw
S. Larson Hod

200-250 EXPERT
L. Taylor Bul
L. Verdoorn Bul
L. Davis Gre

350-500 OPEN EXPERT
C. Cargo BSA
J. Bailey BSA
D. Lenar BSA

SWEEPSTAKE
C. Cargo BSA
G. Bailey Hod
L. Taylor Bul

IRWINDALE DRAGSTRIP
July 1, 1967

TOP BIKE:	Murray & Cook	Tri	9.89	–161.57
RUNNERUP:	Richards & Rich	Tri	10.39	– 143.76
B/STREET:	Leonard Sciacca	BSA	13.96	– 96.35
C/STREET:	Harry Duncan	Hon	16.00	– 79.92
D/STREET:	Norman Benson	Hon	16.27	– 77.31
E/STREET:	Joe Harvey	Yam	17.59	– 69.33
F/STREET:	Brad Miller	Hon	19.64	– 60.76
MOD. STREET A	Miller & Bracket	H-D	12.37	– 107.50
B/STREET:	D. Strickland	BSA	////	———
C/STREET:	Harry Conch	Tri	13.43	– 95.44
D/STREET:	Jack Murphy	Suz	14.07	– 92.49
E/STREET:	Vince Rowles	Suz	14.08	– 94.14
F/STREET:	Mike Velaso	—	16.79	– 79.20
AA/GAS:	Johnny Fastes	H-D	12.00	– 111.52
B/GAS:	Art Hoeston	Tri	12.09	– 110.85
C/GAS:	Bob Dunn	Hon	13.20	– 98.86
D/GAS:	Bob Braverman	Yam	12.32	– 107.39
E/GAS:	Steve Rowles	Suz	12.49	– 101.99

SO. GATE SHORT
June 27, 1967

100cc TROPH DASH
Steve McMahan Yam

250cc TROPHY DASH
L. Stumpenhaus Bul

100cc MAIN
Ron Taylor Yam
Steve McMahan Yam
Gary Calkins Yam

250cc MAIN
Keith Mashburn Bul
L. Stumpenhaus Bul
Rick Woods Duc
Ron Ermels H-D

SO. GATE TT
June 29, 1967

100cc TROPH DASH
Steve McMahan Yan

250cc TROPHY DASH
Steve Anderson Bul

WHEELIE CONTEST
Gary Bailey Hod

100cc a MAIN
Gary Bailey Hod
Steve McMahan Yam
J. Raymond Hon

250cc MS IN
Steve Anderson Bul
Don Dudek Tri
Tom Clark Tri
Bill Fulton Hon
B. Christepherson Bul
Fred Heffner Tri

MALTBY SCRAMBLES
June 25, 1967

100cc "D" MAIN
Glen Stuart Seattle Kaw

100cc "C" MAIN
Gary Haugen Auburn Hon
Randy Jackson Edmonds Hon

100cc "B" MAIN
Gary Swendt Bellingham MB
John Anderson Seattle Duc

100cc "A" MAIN
Tom Zinn Bellevue MB
Roger Melsrtom Seattle Suz

250cc "D" MAIN
Bill Stuth Renton Gre

250cc "C" MAIN
Jim Harris Bellingham Kaw
Tom Noinski Auburn Hon

250cc "B" MAIN
Dick Chase Auburn Bul
Dick McGilvra Alderwood H-D

250cc "A" MAIN
Dick Waller Bothell Bul
Don Weeks Everett Hon

OPEN "B" MAIN
Rudy Southern Seattle BSA
Ross Krumpe Tacoma Tri

OPEN "A" MAIN
Mike Annen Seattle Nor
Rone Hoppe Edmonds Nor

SACRAMENTO TRACKERS
Short Track, June 24, 1967

100 NOVICE
Tom Christenesen Hod
Hugh Toby MB

100 AMATEUR
Roger Smart Yam
Eric Jorgensen Bri

175 NOVICE
Jack Driggs Osa
Rodger Oliver Hon

200 NOVICE-EXPERT
Bill Dawson Tri
George Carter Yam

250 NOVICE
Mike Wells Suz
Keith Carlson Hus

250 AM-EX.
Paul Johnson Bul
Hack Hackley Jaw

POWDER PUFF
Debbie Jackline Kaw
Alice Grant MB

BELLINGHAM 1/4
June 24, 1967

TROPHY DASH
Bob Budschot Duc
Ron Hoppe Duc
Bob Strode Duc

"C" MAIN
Jim Burris H-D
Mike Johnson H-D

"B" MAIN
Don Charlston H-D
Dick Waller Bul

"A" MAIN
Bob Budschot Duc
Bob Strode Duc
Butch Harwood Duc
Ron Hoppe Duc
Dayton McKenize Duc
Jerry Waller Suz
Jim Harris Kaw

SPROCKETS SCRAMBLES
Bakersfield, Calif June 24, 1967

50-90cc NOVICE
* Ron Tobey Bakersfield Hod
* Fred Gregory Visalia Bul
* Bobby Owens Porterville Kaw
Dale Medford Bakersfidl Hod
Graig Ingalls Bakersfield Hon

90cc AM-EX.
* Avery Hensley Bakersfield Hod
Jeff Johnson Bakersfield Hod
Mike Lane Bakersfield Hod
Randy Matthews Taft Bri
Tommy Francisco Taft Bri

200cc NOVICE
* Steve Davis Bakersfield Bul
* Richard Periera Tulare Bul
Cecil Bailes Victorville Bul
Larry Coday Exeter Bul
Frank Thomas Bell Garden Bri

200cc AM-EX.
* Mike Lane Bakersfield Bul
* Randy Smith Ventura Bul
Pete Willis Bakersfield Bul

250cc NOVICE
* Dale Graham Mendota Mon
* Norm McKenzie Bakersfield Bul
Tom Church Bakersfield Bul

250cc AM-EX.
* Don Hughes Bakersfield Bul
Joey Brown Paso Robles CZ
* Butch Bivens Fresno Bul
* Tracy Bright Taft Bul

500 NOV-AM.
* C. Pitman Victorville Tri
Mike Keen Bakersfield Mat
* W. McAllister Victorville Tri

OPEN NOVICE
* Ted Mainini Ventura Tri
* Stan Meek Bakersfield H-D
Don Noia Bakersfield Tri

OPEN AM-EX.
* Butch Turner Kerman Tri
Sid Payne Bakersfield Mat
* Tim Thomas Fresno Tri
Skip Saylor Bakersfield Kaw
Keith Thomas Fresno Tri

* Denotes Trophy winners

MALTBY SCRAMBLES
June 18, 1967

100cc "D" MAIN
Richard Durward Olympia Hon

100cc "C" MAIN
Ed Elliott Lynwood MB
Gary Haugen Auburn Hon

100cc "B" MAIN
Fredolf Johnson, Jr Everett Hon
John Anderson Seattle Duc

100 "A" MAIN
Tom Zinn Bellevue MB
Gary Swendt Bellingham MB
Bill Noble Auburn Hon

250cc "D" MAIN
Jim LaVelle MtLake Ter Bul

250cc "C" MAIN
John Albers Briar Mon
Jay Hendry Tacoma Mon

250cc "B" MAIN
Don Weeks Everett Hon
Bill Chastain Everett Suz

250cc "A" MAIN
Jerry Robertson Shelton Bul
Ken Habeck Seattle Hus
Tom Anderson Seattle Gre

OPEN 41"
Fredolf Johnson Everett BSA
Chuck Williams Seattle H-D
Mike Annen Seattle Tri

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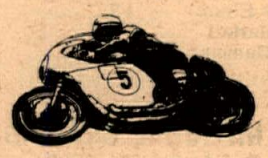

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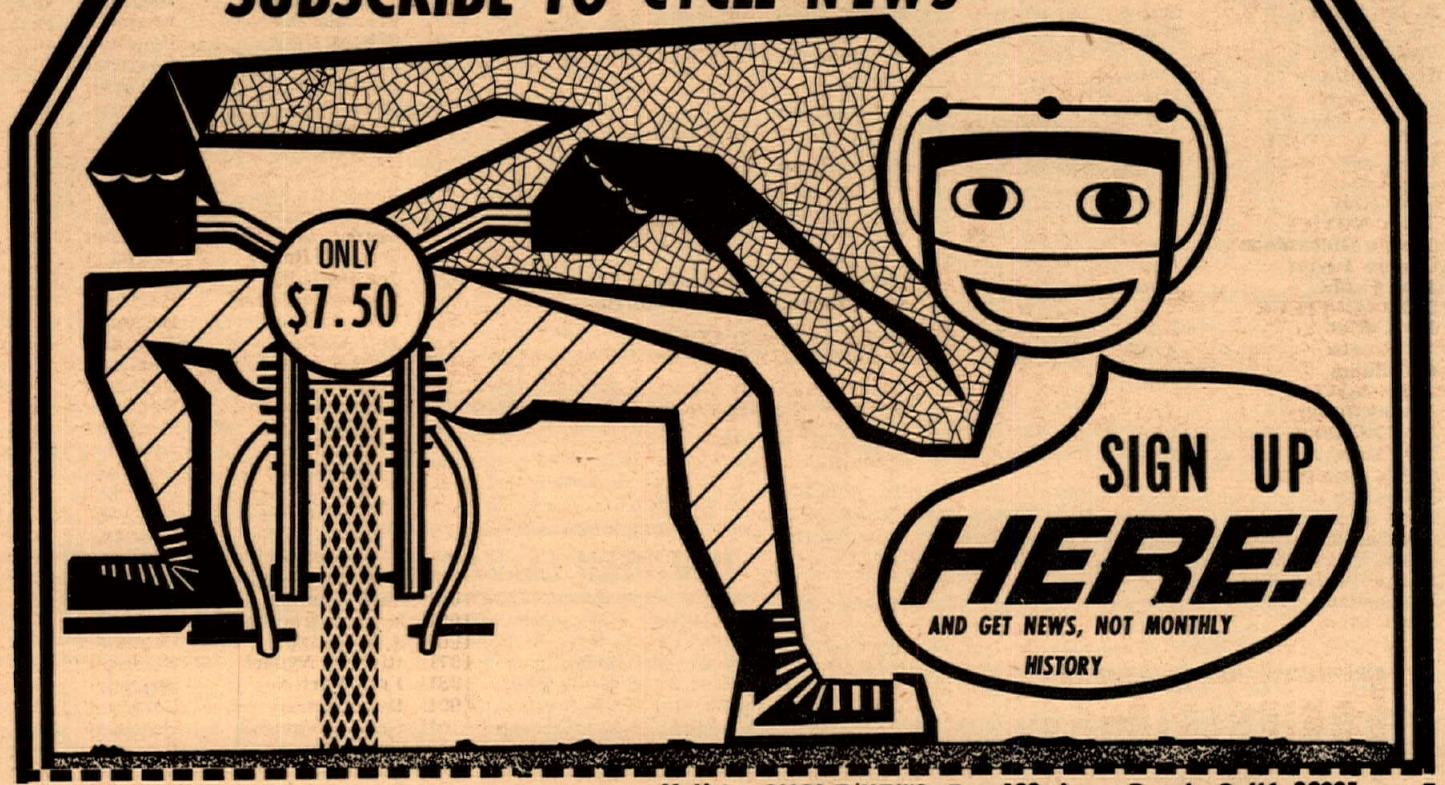

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TRACKERS SHORT TRACK PRODUCES NEW WINNERS

Photo & Story by Dale McKinnon

There were only two repeats in this week's Sacramento Trackers' Short Track at Lincoln, Calif. The rest of the winners fell by the wayside. Tom Christensen led from start to finish in his heat and Main in the 100cc Novice class. Earl Grant took the honors in his heat in the same class, with Ron Long pushing him all the way.

Rick Whiteacre won the 100 Amateur heat after a neck and neck battle with Eric Jorgensen. In the Main he and Eric battled several laps, then Roger Smart and Jim Childress took over the spotlight and changed the lead a time or two, with Roger winning.

Close Race

Jack Driggs and Roger Oliver won their respective heats in the 175cc class. In the Main, Jerry Baugh jumped the gun, went down with another rider, and they had a restart. Jerry took the lead again, but Jack and Roger Oliver took it away from him. It was a hard fought and close race for Jack and he came out on top.

The 200 Novice heat had Amateur George Carter in it. He started on the back line and had to come from behind to cop the win, after some spectacular riding. But he didn't have it in the Main and had to settle for second. Dan Toby led for a while in the Main but had to give in to Bill Dawson and his Triumph Cub.

Ray Vatne won the Novice heat rather easily. In the Main he had his hands full trying to get second. Ray and Keith Carlson made a real close race of it by changing places several times. Mike Wells led the way by the checkered flag, with Keith and Ray in hot pursuit.

Best Race

The 250 Expert race was one of the best of the night. Tim Fitzgerald, Robert Haustein and Gerald Henderson put on a precision riding display and were so close that they looked almost like only one rider. Paul Johnson came from back in the pack to grab third. The Main Event was stopped because Fitzgerald tangled with the fence and fell. On the restart, Haustein took the lead again with Fitzgerald and Guy Bates on his tail. Fitzgerald and Bates got tangled up and they went down with Bates getting back up to squeak into third. Paul Johnson took the checker first, followed closely by Hack Hackley and Bates. Eight riders started and only three finished — kind of a weird ending.

(Results on page 16)

Steve Paladini and Merrill Beidleman have a "ruddy go" on nearly identical 200cc Bultacos.

LAST HUNGRY HOLLOW RACE A SMASH

by Dale McKinnon

This may well be true because the property owners are making trouble. Sierra M.C. is going to court in the near future to try and keep it. It is now one of the best and most popular tracks in this area.

Turning to racing action, Frank Fuson won the first 100 Novice heat and went on to take the Main. Hugh Toby gave him a real bad time in the Main and Lester Sturgeon and Hal Carlile were just waiting for a goof, which never came.

As usual the 100 Amateur Heat and Main were close. Eric Jorgensen took the win in both cases. The real battle was between Leland Barns and Delno Becker, who swapped second place several times — when they weren't riding each other's rear wheel.

175 & 200cc Events

Jerry Clark ran off and left the rest of the pack in both 175cc races. James Peck had to settle for third in the heat but came up to second in the Main. He sure shows what he and his 125 Bultaco can do even though it is under hp-ed.

Frank Gillespie and Steve Paladini battled neck and neck for first place in the 200cc Amateur Heat. In the Main it was Steve and Merrill Beidleman who were the contenders. Merrill led most of the way but went a little wide next to the last lap and Steve sneaked by.

Over the Bank

Marvin Hurlbert took a quick lead in the 250 Am-Ex. Heat, but went over the bank of the first turn. Jay Carter and Ron Bolling took over from there, with Jay copping the win. In the Main, Paul Johnson got a running start and led all the way, while the rest of the pack fought tooth and nail for the other positions.

The 350 Heat and Main saw Jimmie Richardson take a run away win in both races. The rest of the pack was well bunched behind and Roland Keys put on his best showing to date by leading several laps.

Carter Takes Two

Jay Carter made it two trophies in a row by taking first place in the 500 Amateur Main and a second in the 250 Amateur Main. Out of six riders only three finished.

In the 500cc Novice Main, Ron Orr and Mark Smith took the lead together. A rider went down; they had to take him to the hospital and the race was stopped. On the restart, Ron got out in front again with Ben Alley sitting on his tail. Ron got a little anxious and went down. Ashley Jeffery came from back in the pack to take the win. Jim McClinton and Ben were having it out for second and Jim slipped by on the last lap to beat him out.

The 650 race proved to be the first interesting one in a long time. William Kreeger took a quick lead. with Wayne Chase, on a H-D, and Adolph Hurliman in hot pursuit, just waiting for a mistake. Wayne made the first one and went down. Several turns later William went down, which left Adolph undisputed leader and winner.

(Results on page 16)

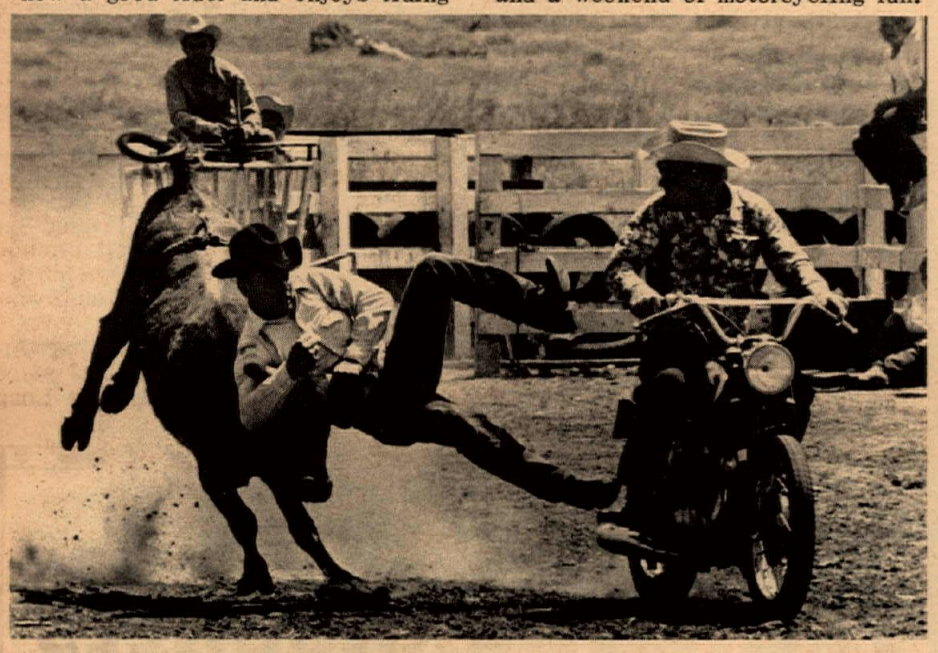
GRANDMOTHER TAKES TO BIKE

Mrs. Dorothy Fromm, of 12249 215th Street, Hawaiian Gardens, recently purchased her first motorcycle from Long Beach Honda in Lakewood. Motorcycling was an entirely new experience to Mrs. Fromm. She didn't know how to drive a car and had never even ridden a bicycle. Soon after her son bought a 90cc Honda, the bug bit, and she knew she must have one of her very own. Her only fear in learning to ride was that her grandchildren might outrun her on their tricycles.

Store manager, Dick Squires, a very capable instructor, took Mrs. Fromm to the Long Beach Honda's ample riding area where new riders receive instruction. The first step in the learning process was explaining how to operate the vehicle and letting the student familiarize herself with the bike. After a thorough understanding of the operating procedure, it was time for that first ride. Mrs. Fromm sat in the front operating the foot controls and holding on to Mr. Squires' wrists, as he sat behind operating the hand controls. Off they went on that first ride!

Mrs. Fromm was a very good student, and in less than half an hour, she was handling the bike alone with Mr. Squires sitting behind giving directions. Within forty-five minutes, she was riding alone and having a ball.

As a result of having a good instructor and practice, Mrs. Fromm is now a good rider and enjoys riding her motorcycle through the desert. She looks forward to each weekend, when she and her family load up their bikes and head for wide open spaces and a weekend of motorcycling fun.



OLD SPORT, NEW TWIST

There ain't a thing you can't do with a motorcycle. Rodeo cowboy Bob Marcellus of Riverside, Calif. proves the point by giving an old sport a modern twist. This bulldogger got to his bull on the back of a Honda 300. The trick to the stunt now is how do you let go of the bull? Pilot for the dynamic duo is Frank Kennedy of Santa Ana. The bulldogging by motorcycle fad was started at a Riverside stable which normally caters to horseback riders.

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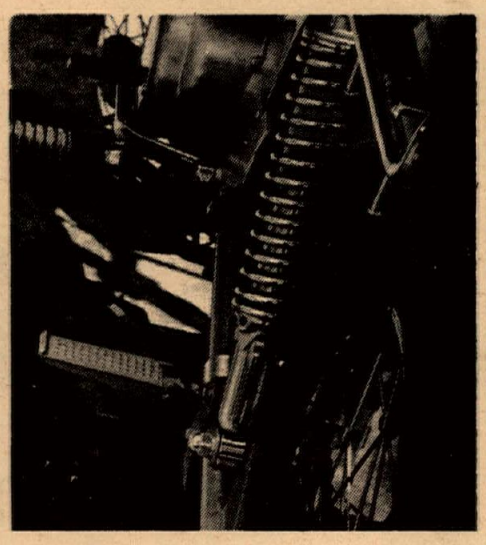

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UPSETS MARK SPROCKETS SCRAMBLES

by Stan Coffee

Three perennial winners were knocked off of their pedestals for the first time in many moons at Sprockets Park, June 24th. Sid Payne was put down in the Open Amateur-Expert go by Butch Turner, who traveled down from Kerman.

Payne was handicapped to the back row but Turner was right beside him. As they moved out of the first turn, Butch was already stretching a lead over the pack. Sidney moved to second immediately and began the long chase. Most of the loyal Payne fans figured it was only a matter of time before their man made his move, but Turner had other ideas. When they took the flag it couldn't even be called close. Turner had zapped him good — ask Sid Payne.

New Hero

Don Hughes was the "Star Smasher" in the 250cc Am-Exp. Main. Joey (the star) Brown had to settle for number two. Hughes led wire to wire, while Brown more than had his hands full with Butch Bivens, Tracy Bright, Mike Taylor and Rick Blake. Second and third positions changed hands no less than five times, with Joey finally nipping the group at the line for number two glory. Bivens edged Bright and Taylor to grab the third spot.

"Big Daddy Long Legs", Avery Hensley, finally reaped the reward he has long awaited. He won the 90cc Amateur-Expert class over Mike Lane. Lane was leading half way through the last lap when he evidently picked up a stray piece of carbon on the old electrode. His Hodaka momentarily faltered, allowing Avery and Jeff Johnson to scoot by the little Expert.

Why Not?

No real upsets came about in the other battles, but a new face or two was seen in the winners circle. Ted Mainini came over from Ventura to take on the Open Novices and took home a huge first place trophy and the "Wheelie Champ" silver platter. Ted also ended his winning wheelie with a spectacular crash — just for the crowds sake (real snowmanship).

Dale Graham came south from Mendota with a Montesa tucked in his truck to do battle with a brigade of Bultacos. It couldn't even get a good skirmish out of them while winning the 250cc Novice division.

The 50 and 90cc Main was a Ron Tobey affair all the way. Fred Gregory and Bobby Owens applied pressure at varying points during the go, but Ron mastered them all. An interesting sidelight developed when Darrell Smith ran off the track at the end of the straight and disappeared in the darkness. David Matthews, who is usually fighting it out with Darrell for a 50cc trophy, saw the mishap and gave up a possible trophy position to stop and make sure there was no damage.

Steve Davis continues to improve since joining the two hundred ranks. Steve won out over Richard Pereira, of Tulare, and Cecil Bailes, of Victorville, to garner the top Novice award.

One of the best 500 Amateurs going, Clarence Pitman, took the measure of the 30, 50's. Pitman was in command all the way. Mike Keen, who has only recently moved up to Amateur, finished second and Wes McAllister topped the Novices with a third overall.

(Results on page 16)

THE FINISH LINE

By Roxy Rockwood

As predicted, Bart Markel was the class of the Tulare National last Saturday night. Some of the riders said the track was too rough in spots but it didn't bother Bart, who can ride them all.

He now has won two Nationals and climbed three more spots on the National point ladder. He moved from 11th to 8th and look for him to climb again after the Castle Rock National TT this weekend.

He nearly won Castle Rock two years ago, and was beat out in the final two turns by Dave Palmer — the same guy who upset Skip Van Leeuwen in the Ascot TT last Saturday night.

Markel Moves

The door is wide open for Markel to move up in the National point race, since current leader Gary Nixon did not even enter Castle Rock last year and failed to qualify for the show two years ago. George Roeder, who is second place in the current standings, told me at Tulare that he will not be at Castle Rock because he had to fly home and take care of the farm so that he can return to the West for the Portland mile National on the 16th. Like Nixon, Roeder would just as soon pass up a TT.

Fred Nix also moved up in the National standings from the Tulare race but is another rider who is far short on TT experience. This means that the Castle Rock race should be the golden opportunity for Mert Lawwill, Markel, Chris Draayer and Dick Hammer to move up and really tighten those National standings when all head for the mile that they all can ride well enough to win.

Tulare took a heavy toll of equipment. It was surprising to see how many riders went to the pits with bad engines. It was also the first time I can recall that Sam Tanner, Dan Haaby and Ralph White were all spectating at once when a Main Event came around.

Right now, on the basis of Nationals this year and what was done at Tulare, you can look for Chris Draayer or Dan Haaby to be the next riders to win a National event of the large group of riders that are still looking for their first big one.

Dark Horse Haaby

Add to this list, Skip Van Leeuwen, whom we pick to win National at Castle Rock this coming Saturday night. The unpredictable Skip is as ready as he will ever be to win his first big one.

If you like surprises then go with Dan Haaby to win Castle Rock. He can upset the many TT specialists that will be on hand, including defending champ, Eddie Mulder.

The Amateur race at Castle Rock will be a two rider affair between Jimmy Odom from California and Mark Williams from Eugene, Oregon. Odom is red hot right now on both the half mile and the TT's. Williams has his work cut out.

All in all the Tulare event came off in good shape. They had problems with the track that were unavoidable and the officials handled the problem as well as anyone could.

Hank Gendusa and his experienced crew worked their first national and Bill Cumbie and Tom Clark promoted their first national event. There were a lot of firsts at Tulare. Look for more in the coming seasons.

Tulare will also host two half miles in August, on the 12th & 26th. Both are Saturday night events.

Chuck Jones, Mel Lacher and Sammy Tanner return to half mile action at Ascot this week on Friday night to again resume those weekly battles that are unsurpassed for pure thrills and close racing.

Keeping Them Honest

A last note to riders who may think about stretching the AMA rule book. Up at Tulare, in the novice race on Friday night, the first rider across the finish line rode straight to his truck, loaded the machine in record time and refused to let the officials look at the engine. This same rider had a too-thin frame break in half on him at Ascot about a month ago. He was not paid for his illegal efforts at Tulare and a refusal to allow the officials to look at your engine, according to the rule book, will bring this same rider a one year suspension. Keep it honest men. It is better in the long run.

ROAD TO TRAIL—ONE MAN'S PROGRESS

by W. M. Askins

There is nothing spectacular about Herman R. Doke's role in cycling, but his role is solid in building the foundation the sport needs and must have to flourish.

When his foster son entered the armed services, among the items he left at their home in Ventura was a battered heap of near junk, that had been a motorcycle. Doke looked at the heap of metal and wondered what to do with it. Finally, he decided that even at the age of 44 years, he might find pleasure in cycling. At least, he decided that the prospect was worth exploring.

A Beginning

Instead of selling the old battered motorcycle, he boldly decided to use it as a trade-in on a brand new one. He hit the road with a gleaming big Harley-Davidson and his career in cycling was started. Doke installed on his new cycle every bit of gadgetry and sophisticated instrument he could get hold of. Soon, he had a H-D that was one of his proudest possessions. And, he kept it spotless, constantly cleaning and servicing his big machine.

His wife was amazed. She quickly decided that she was not going to be cast in the role of a "bike's widow." She saved enough for the down payment and one fine day Doke was stunned, if not shocked, to come home and find his Mrs. with a gleaming new Harley-Davidson 125 to learn on. And, learn she did.

Hit The Dirt

Soon, Mr. and Mrs. Doke were cycling off on vacation trips together in their Harley-Davidsons. But, after a few extended trips, their attention turned to the hills and dirt roads in Ventura County.

First, he stripped down his bike and doggedly began riding the dirt trails. His wife followed suit. Soon, both of them had dirt bikes and they had little interest in the road bikes.

Then, they moved to Susanville, where the possibilities of dirt riding in the mountains were without limit. Doke and his wife rode their bikes to trout streams and to the mountain lakes. They experienced elation and joy they had never known before.

He formed the Susanville Bike Club and with this group enjoyed many a fish fry in the mountains.

. . . Herman Doke

Trail Saver

On moving to Ventura again, it was not so easy to find the dirt roads for cycling. He persisted in scouting the prospects. Finally, the Forestry Service explained that with an organization of bike riders, the roads of the forest ranges would be open to them.

So, a year ago, Doke pioneered the formation of the Ridge Riders Trail Club, Inc. of Ventura County, with more than 30 families in its membership. "Together, we in the club have saved many a trail that would have been lost. Our members, with their wives and children, are enjoying weekends of trail bike riding and camping in the National Forest. I am especially proud of the plaque presented to me by the National Trail Riders," Doke maintains.

For the year 1966 Doke was presented with the National Trail Riders Association award for the Outstanding Individual Cyclist of the Year.

Now he is 58 and says that he has delighted in every minute of his 14 years of cycling. Now the Dokes have three cycles, a Trail Greeves, a Trail Suzuki, and a Triumph T.R. 6. He rides to work every day, and on many days, gets in as much as 100 miles of riding.

His word of counsel to cyclists: Install every safety item you can get; for it is your soundest insurance against an accident.

DRAKE KISSES TROPHY GIRL FOR FIRST TIME

by Carolyn Richards

The more than 800 spectators cheered lustily when Dan Drake was soundly kissed by the trophy girl Saturday evening, June 24, at Cycleland Speedway near Chico.

Dashing, Ducati-riding Drake, Chico's "genial gentleman contractor," has been trying for several years to win a first in the 250cc class at the raceway's weekly flat track events.

He finally did it!

Right behind the contractor was Expert Bob Vaughan of Oroville on a Honda, and right behind Vaughan was Bultaco-mounted Mike Corcoran, North Highlands amateur, in third place.

Novice Night

It was Novice Night in the 100cc class. Jimmy Hubbard of Chico, on a Yamaha, took the checkered first. Taking second and third place brass back to their homes in Willows were Dennis Mayhew and Tom Von Seggren, both Honda riders.

The 200cc Main should have been called "Honda 160 class" since first and second place winners were riding them. Elton Law, who came all the way from Eureka, took the first place trophy and Mike Rockwell, popular Oroville racer, placed second.

PICTURE BOOK RACING IN NOR-CAL

by Mary Amington

The Northwest has enjoyed some beautiful weather this Spring and the bright blue skies, 80 plus temperatures, and a framework of evergreens made for picture book racing in the sportsman scrambles presented by the Maltby Motorcycle Club in conjunction with Corey Park on June 18th and 25th. The track was good and almost dust free, and though the 89 riders were slowly melting away in their leathers and helmets, the programs were fast and the many spectators pleased.

As the sign up was being completed we noticed the increasing number of new riders, mostly in the 100cc class. These youngsters are showing that in the next few years the Northwest will be providing some pretty fair competition, and new blood for the professional ranks, too.

As Chuck Clayton pointed out in his article in the June 25th Cycle News, we have events of some kind the year around; hill climbs, scrambles, enduros, flat track, TT. In the fall the boys simply change tires and put on a good rain slicker.

(Results on page 16)

RIDERS TUNE UP FOR TT NATIONAL

The motorcycle racing figures to get even hotter Friday night as the racers get in one of the final tune-ups before the important 50-lap National Championship T-T race later this month at Ascot Park.

Many of the racers who will be competing next Friday are also amongst the favorites for the National T-T race. That event, on July 22, incidentally, will offer a purse of $6700, making it one of the biggest of the year in the cycle world.

Chuck Jones, BSA rider from Arcadia, has jumped into third place ahead of Sammy Tanner, the Long Beach veteran.

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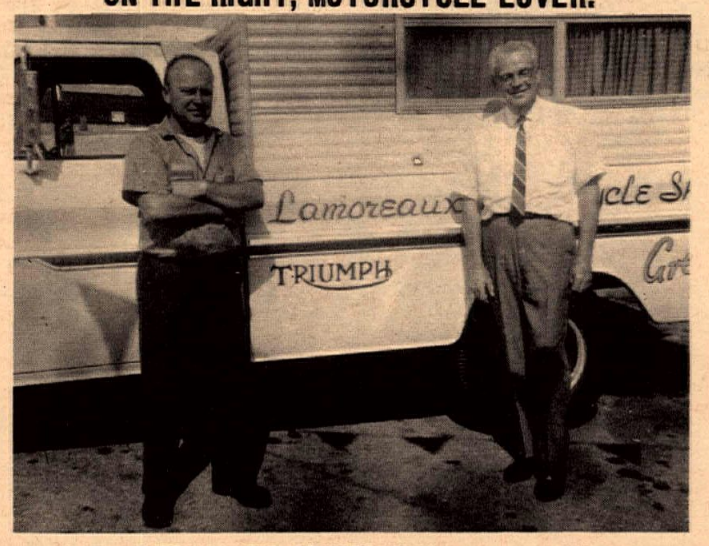

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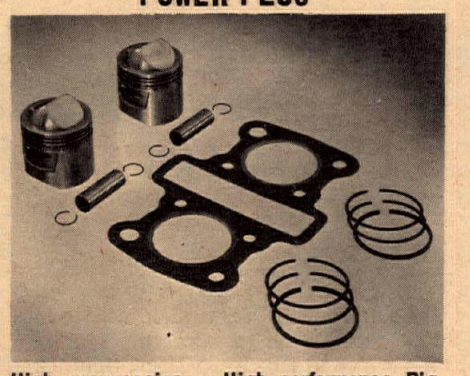

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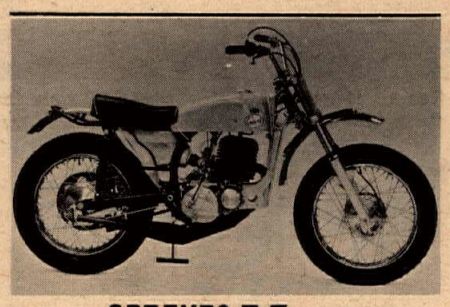

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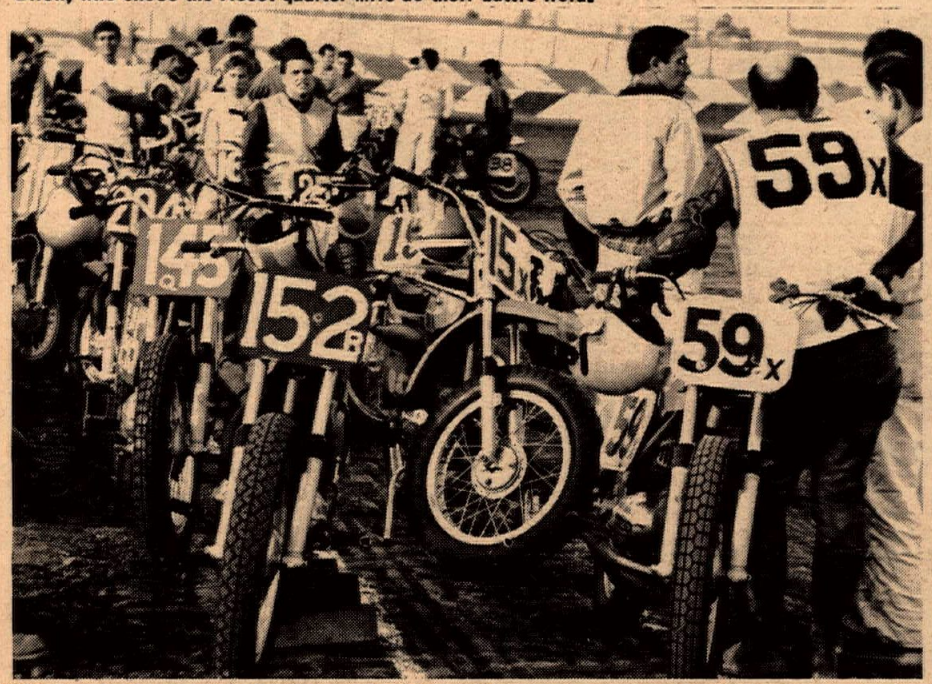
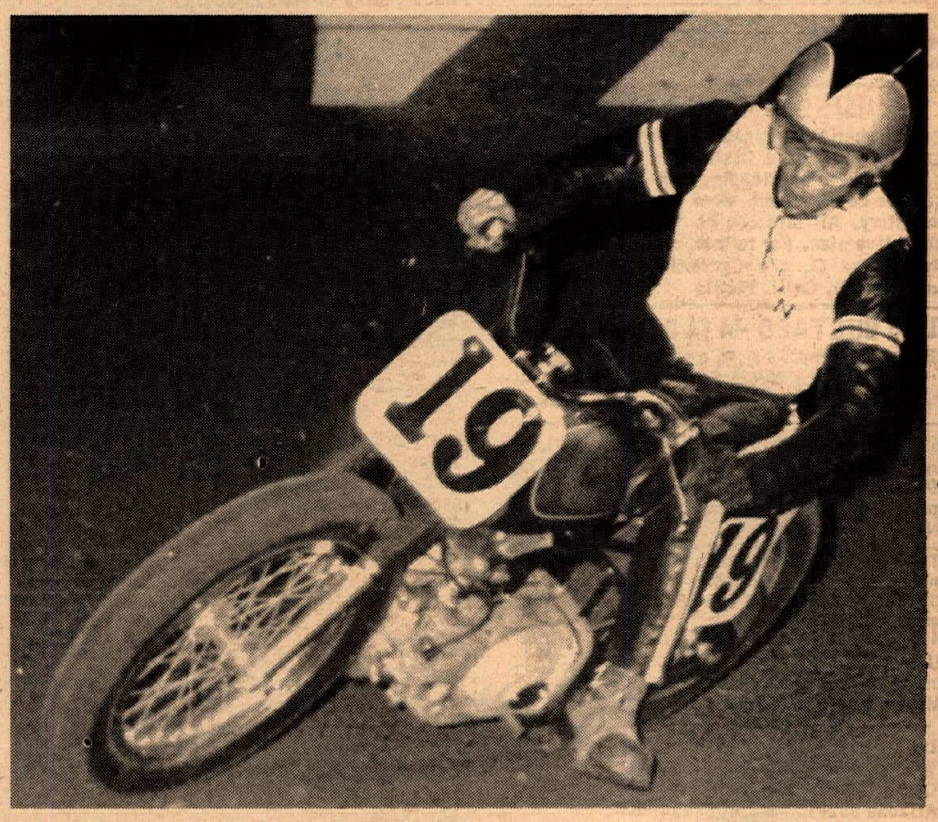
DEALERS DUEL AT ASCOT

Not all of the racing elite went to Tulare for the National, such as Bob Bailey and Jack O'Brien, who chose the Ascot quarter-mile as their battle field.



Riders wait to take their turn in practice. Many of the names and numbers were the same; only the displacement was changed.



Sonny Nutter, on a H-D Sprint, outraced Jack O'Brien and Chuck Jones for second place money.

Photos by James Brammer

Elliott Schultz rode a smooth and consistent race and was never in danger of being overtaken.

Ascot presented its first night short track ever last week. Over 80 riders showed up to do battle on the lightweight 250's for the first time under the lights.

The switch from the big bike half-mile to the small bike quarter was brought because of the many riders racing the National at Tulare.

Riders saw versatile Clyde Litch take his Long Beach Honda around the fast, well-prepared ¼ mile oval to the fast time mark. Slidin' Steve Scott came back to take the Trophy Dash win and finally, Elliott Schultz won the first Ascot night short track Main Event on a Honda prepared by Norm Reeves' store. Scott was on a Bultaco.

Schultz jumped to an early lead in the 15-lap Final and was never in danger of being beaten. The race was for second all the way among Sonny Nutter, Jack O'Brien and Chuck Jones. All three were H-D Sprint mounted.

They ran wheel-to-wheel and side-by-side most of the way with first one and then the other holding second place. It was finally Nutter by a narrow, narrow margin at the finish.

Scott Grabs Dash

Scott got the jump on Schultz off the line in the Dash and held on for the win with Elliott taking second, Len Earl third, and Dave Lamer, fourth. These were the four fastest Semi winners. (In short tracking, unlike half-mile racing, heat winners advance to the Semi, rather than directly to the Main Event.)

The "B" Final, or Main Event made up of riders who did not finish high enough in the Semi-Main Events, was marred by a four-rider spill that involved Jim Lesley, Fred Willard, Don McAlear and Tim Harris. This came on the first turn in the early laps of the race won by big Bob Bailey. It was strictly a family affair for second place and a battle of the Brothers-In-Law with Mike Haney defeating Rich Thorwaldson for the runner-up spot.

This coming Friday night it is back to the half-miles and the big bikes for the local riders. For the rest of the field it is on to Castle Rock, Washington and the third annual TT championships.

(Results on page 16)

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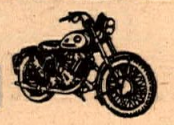

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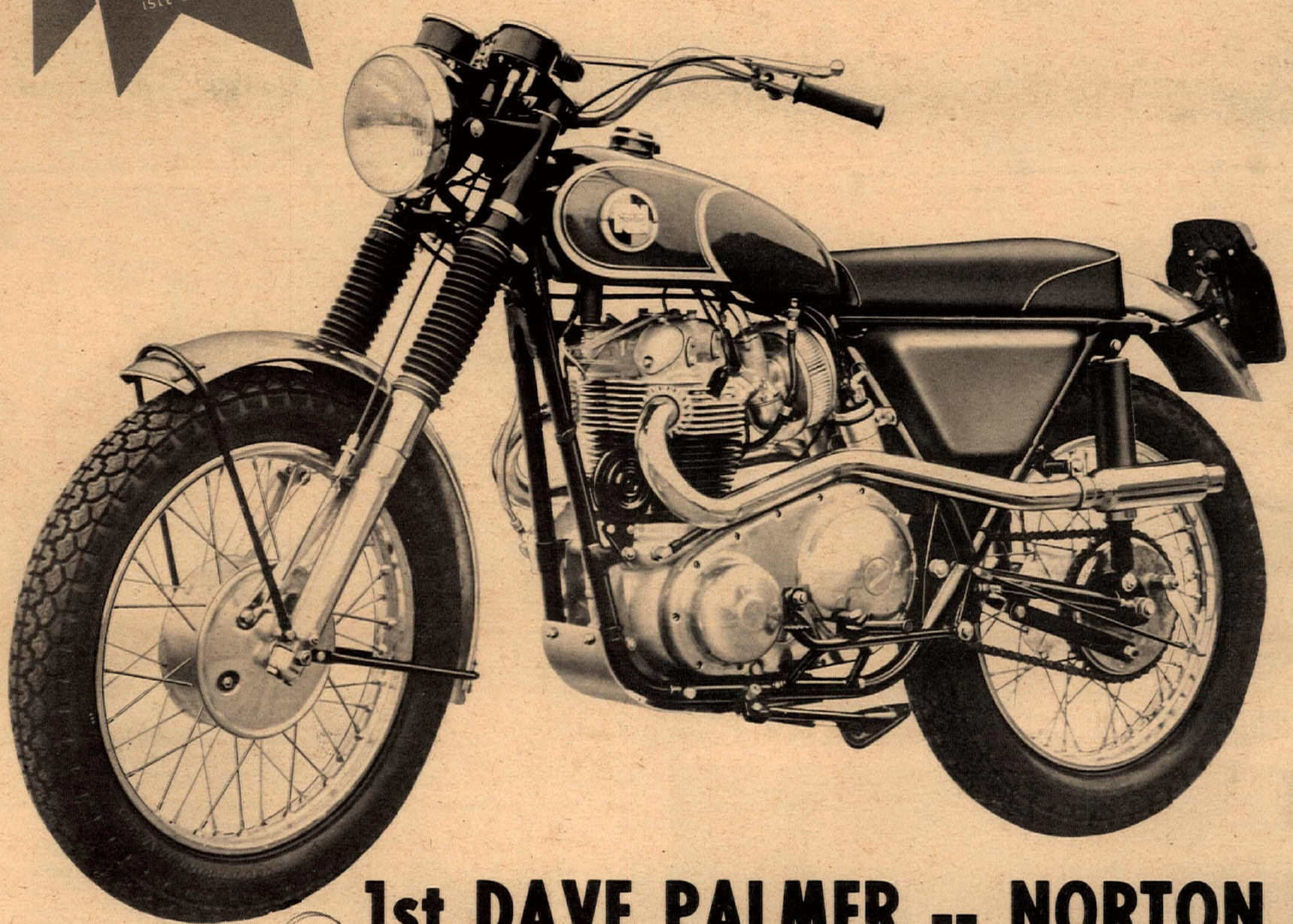
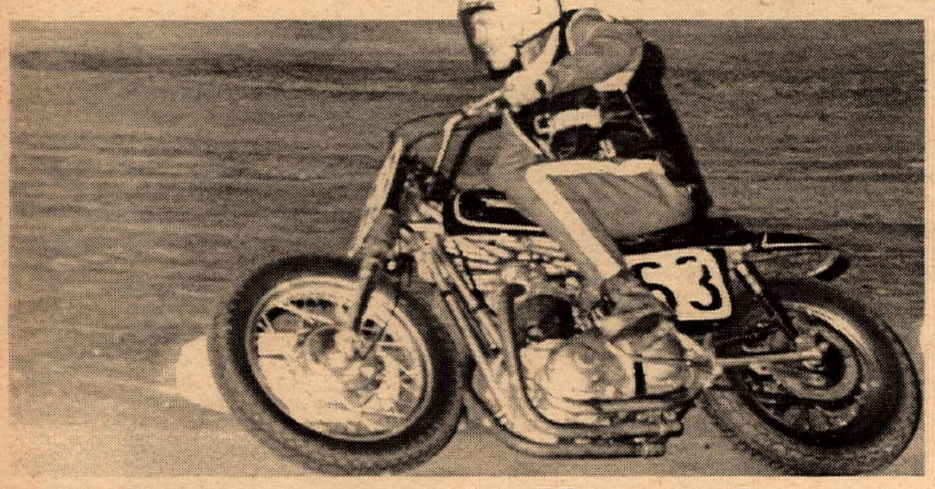


1st DAVE PALMER -- NORTON P-11



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